City of Corona

400 S. Vicentia Ave.
Corona, CA 92882

Planning and Housing Commission Meeting Final Agenda

Monday, August 8, 2022

Council Chambers - 6:00 p.m.

Craig Siqueland, Chair
Bridget Sherman, Vice Chair
Karen Alexander, Commissioner
Diana Meza, Commissioner
Matt Woody, Commissioner

CALL TO ORDER

PLEDGE OF ALLEGIANCE

COMMUNICATIONS FROM THE PUBLIC

Persons wishing to address the Planning and Housing Commission are requested to state their name for the record. This portion of the agenda is intended for public comment. State law prohibits the Planning and Housing Commission from discussing or taking action on items not listed on the agenda. The Planning and Housing Commission will appreciate your cooperation in keeping your comments brief. Please observe a three minute limit to communications.

1. MEETING MINUTES

MINUTES - Approval of minutes for the Planning and Housing Commission meeting of July 25, 2022.

Attachments: 07252022 - P&H Minutes - DRAFT

CONSENT ITEMS

PUBLIC HEARINGS

WRITTEN COMMUNICATIONS

ADMINISTRATIVE REPORTS

REPORT - Housing Element Rezoning Program - Development Standards Discussion

That the Planning and Housing Commission discuss and provide feedback to the staff on the development standards presented in the examples.

Attachments: Exhibit 1 - Housing Element Rezoning Program - Development Standards Discussion PowerPoint

Exhibit 2 - Final Briefing Book

Exhibit 3 - Preliminary Development Standards and Comparisons

PLANNING AND HOUSING COMMISSIONERS' REPORTS AND COMMENTS

FUTURE AGENDA ITEMS

No immediate action is taken on Future Agenda items; this section serves to highlight items that will be considered at upcoming Planning and Housing Commission meetings. Items that appear in this section will take place under the appropriate section of the agenda and will be accompanied by a staff report.

ADJOURNMENT

The next meeting of the Planning and Housing Commission is scheduled for Monday, August 22, 2022, commencing at 6:00 p.m. in the City Council Chambers, 400 S. Vicentia Avenue.

Corona City Hall Online, All the Time- www.CoronaCA.gov

NOTICE TO THE PUBLIC:

If you challenge any items on the agendas in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning and Housing Commission at or prior to this public hearing.

Agendas for all Planning and Housing Commission meetings are posted at least 72 hours prior to the meeting in the entry way at City Hall. A complete agenda packet is available for public inspection during business hours at the Planning & Development Department. Any materials relating to an item on the agenda which are distributed to all, or majority of all, members of the Planning and Housing Commission after the posting of the agenda will also be available at the same time for public inspection during business hours at the Planning & Development Department.

Written communications from the public for the agenda must be received by the Planning & Development Department seven (7) days prior to the Planning and Housing Commission meeting. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the ADA Coordinator at (951) 736-2235. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

MEETING IS BEING RECORDED

City of Corona

400 S. Vicentia Ave.
Corona, CA 92882

Planning and Housing Commission Minutes - Draft

Monday, July 25, 2022

Council Chambers - 6:00 p.m.

Craig Siqueland, Chair
Bridget Sherman, Vice Chair
Karen Alexander, Commissioner
Diana Meza, Commissioner
Matt Woody, Commissioner

ROLLCALL

Present 5 - Chair Craig Siqueland, Vice Chair Bridget Sherman, Commissioner Karen Alexander, Commissioner Diana Meza, and Commissioner Matt Woody

CALL TO ORDER

PLEDGE OF ALLEGIANCE

Commissioner Meza led the Pledge of Allegiance.

COMMUNICATIONS FROM THE PUBLIC

None.

MEETING MINUTES

These minutes were approved.

1. 22-0631 Approval of minutes for the Planning and Housing Commission meeting of June 6, 2022.

Attachments: 06062022 - P&H Minutes - DRAFT

A motion was made by Vice Chair Sherman, seconded by Commissioner Woody, that these minutes be approved. The motion carried by the following vote:

CONSENT ITEMS

None.

PUBLIC HEARINGS

2. 22-0632 ZTA2022-0002: Amendment to Chapter 17.76 Corona Municipal Code (Off-Street Parking) and other ancillary parking criteria within Title 17 (Zoning Code), including the number of parking spaces required for various land uses. (Applicant: City of Corona)

Attachments: Staff Report

Exhibit 1 - Proposed Code Amendments (redlined)

Exhibit 2 - Notice of Exemption

Exhibit 3 - Planning & Housing Commission staff report, September 20, 2021

Jay Eastman, Planning Manager, reviewed the staff report and exhibits for ZTA2022-0002. Mr. Eastman clarified two minor corrections in the proposed ordinance attached to the staff report.

Discussion ensued between staff and the Commissioners regarding parking criteria for

electric vehicles, shared uses (such as team sport facilities), shared parking reductions versus parking variances, parking for homeless shelters versus state law requirements, tandem spaces for mobile homes, parking for "disabled and handicapped housing", recordation of shared parking covenants or agreements, and removing parking standards no longer needed.

A motion was made by Commissioner Alexander, seconded by Vice Chair Sherman, to recommend approval of ZTA2022-0002 to the City Council, based on the findings contained in the staff report. The motion carried by the following vote:

Aye: 5 - Chair Siqueland, Vice Chair Sherman, Commissioner Alexander, Commissioner Meza, and Commissioner Woody

3. 22-0628 SPA2022-0004: Amendment to various specific plans to amend the parking requirement for multiple-family residential to match the off-street parking requirement in Chapter 17.76 of the Corona Municipal Code. (Applicant: City of Corona)

Attachments: Staff Report

Exhibit 1 - Proposed Amendment

Exhibit 2 - Notice of Exemption

Jay Eastman, Planning Manager, reviewed the staff report and exhibits for SPA2022-0004.

Discussion ensued between staff and the Commissioners regarding the parking standards for Arantine Hills, the application of specific plan changes to existing residents, and the North Main Street specific plan.

JOE MORGAN, resident, thanked staff for their work on the proposed amendments.

A motion was made by Commissioner Meza, seconded by Commissioner Woody, to recommend approval of SPA2022-0004 to the City Council, based on the findings contained in the staff report. The motion carried by the following vote:

Aye: 5 - Chair Siqueland, Vice Chair Sherman, Commissioner Alexander, Commissioner Meza, and Commissioner Woody

WRITTEN COMMUNICATIONS

None.

ADMINISTRATIVE REPORTS

Ms. Coletta referenced a flyer provided to the Commissioners on the Housing Element Rezoning Program Community Workshop on Tuesday, August 2, 2022 and stated they may attend if they wish. Ms. Coletta also mentioned there will be discussion and feedback opportunity regarding the Draft Development Standards for the City's Housing Element Rezoning Program at the next Planning and Housing Commission meeting on August 8, 2022.

PLANNING AND HOUSING COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Alexander asked for an update regarding the property at Paseo Grande and W. Sixth Street.

Ms. Coletta stated staff is actively engaging with the property owner and will be enforcing the Department's policy on nuisance abatement.

FUTURE AGENDA ITEMS

1. Discussion and feedback on the creation of the Draft Development Standards for the City's Housing Element Rezoning Program for High Density Development (August 8, 2022)

ADJOURNMENT

Chair Siqueland adjourned the meeting at 7:02 p.m. to the Planning and Housing Commission meeting of Monday, August 8, 2022, commencing at 6:00 p.m. in the City Hall Council Chambers.

GENERAL PLAN HOUSING ELEMENT REZONING PROGRAM – Development Standards Discussion

Adam Maleitzke, Project Manager/Stantec Consulting

PLANNING COMMISSION MEETING
August 8, 2022

The ASK…

Provide feedback to staff on the development standards presented in the examples

Likes

Dislikes

Concerns

Discussion Outline

- Introduction and Workplan Recap
- Development Standards Examples
- Design Guidelines Examples
- Next Steps

Introduction and Work Plan Recap

Rezoning Program Process

Stantec Consulting

NEW Affordable Housing Overlay Zone (building setbacks, open space, minimum unit size, etc.)

Identify architectural style, building form and façade design, open space, etc.

Planning Commission

City Council

Adoption of AHO zone, General Plan Amendment, Design Guidelines, & Certification of Supplemental EIR

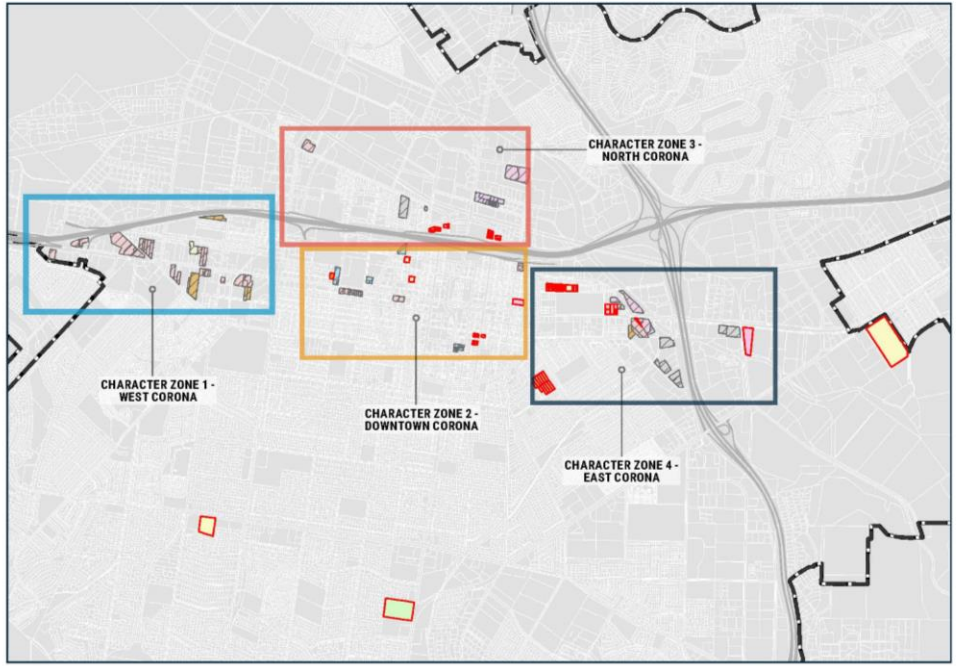
Work Plan

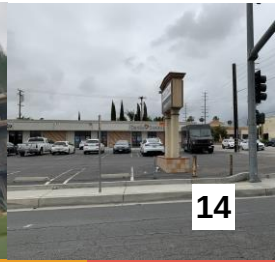
MAJOR DELIVERABLES

- [x] 1. Site Inventory Briefing Book *"what are the character-contributing features to maintain?"*
- [x] 2. Best Practices Review *"how are our peer cities implementing similar rezoning programs?"*
- [ ] 3. Development Standards *"what is the allowable built form and massing?"*
- [ ] 4. Stakeholder Engagement *"what concerns do nearby residents and businesses have?"*
- [ ] 5. Design Guidelines "what design elements and amenities are encouraged by the city?"
- [ ] 6. Supplemental Environmental Impact Report

Four general “character zones” have been identified as part of the Briefing Book

These will offer clues for how to celebrate the City’s architectural heritage and respect the surrounding context through the Design Guidelines





“West Corona” Character Zone

RESIDENTIAL SETTING

Within the immediate vicinity of the AHO properties, residential neighborhoods are present to the north and south of West 6th Street. Higher density, multi-family apartments are clustered along Via Santiago and Avenida Del Vista Street south, including Meadowood Apartments and Country Hills are also located adjacent to apartments. Lower density, single-story apartments, including Las Casitas Apartments, are situated along Pleasant View Avenue and South Smith Ave, directly south of SR 91. Magnolia Townhomes, a more recent multi-family development is located northeast of Las Casitas Apartments.

Single family residential properties are located further from the APO properties to the north and south of West 6th Street. Most single-family homes are clustered along Pleasant View Avenue east of Smith Avenue.

Several mobile home communities reside in this character zone. Village Grove Mobile Home is located on Roseglen Way south of West 6th Street. Established in 1971, the mobile home park features 120 units ranging from 1,140 to 1,760 square feet. Countrywood Estates, constructed in 1980, is a 90-unit mobile home park located north of Pleasant View and south of SR 91 and features homes ranging from 1,440 to 1,810 square feet.

BUILDING TYPOLOGIES AND ARCHITECTURAL

TYPOLOGIES

The character zones include a variety of buildings typologies that can be summarized into the following categories.

SINGLE FAMILY RESIDENTIAL: Single-family residential includes 1- to 2-story residential homes that are representative of the post-WWII suburban expansion. They highlight the importance of the automobile in the urban environment by attaching garages to homes, often a side unit served a driveway.

LOW-RISE APARTMENT: Low-rise apartments are detached buildings that are 1- to 3- stories in height. Low-rise apartments typically feature shared common courtyards, private balconies, exterior staircases, and carport parking.

TOWNHOUSES: Local townhouses are 2- to 3- stories in height. Most townhouses in Corona were recently constructed, and consequently feature more modern facades and décor. These homes usually have private gardens and parking spaces.

AUTO-ORIENTED COMMERCIAL: Auto-oriented commercial buildings include strip malls, shopping centers, and general commercial retail that cater to vehicular traffic, including drive-thru services. Properties are often dominated by surface parking.

WAREHOUSE & MANUFACTURING BUILDINGS: Warehouse and manufacturing buildings are common among industrial properties. They are usually large, single story rectangular structures with side-loading areas that are used for a company’s the production, sorting and/or shipment of goods.

HOTEL: Hotels in Corona are usually 2- to 4- stories in height, and provide a number of amenities for guest, including guestrooms, self-parking pools, fitness centers, and business centers. Constructed in the past 20 years, hotels display modern, curated styles.

MOBILE HOMES: Also known as manufactured homes, these buildings are smaller than single family homes and are simple in design, prioritizing function over form. A few RVs or camper trailers communities have also formed in Corona. In contrast to mobile homes, RVs are not typically kept on a single site for an extended period of time.

Development Standards

Higher Density Development Standards

HIGHER DENSITY DEVELOPMENT STANDARDS

ILLUSTRATIVE DIAGRAM FOR HIGHER DENSITY DEVELOPMENT

The development standards established for the higher density alternative apply to properties that are located in neighborhoods of higher density or near commercial development along 6th Street. Development would aim for a minimum of 45 units per acre. Development standards are intended to encourage higher density and mixed-use buildings that accommodate both residential and retail use. Higher density development standards are illustrated in Exhibit 1. Examples of building typologies representative of higher density development are shown on the following page.

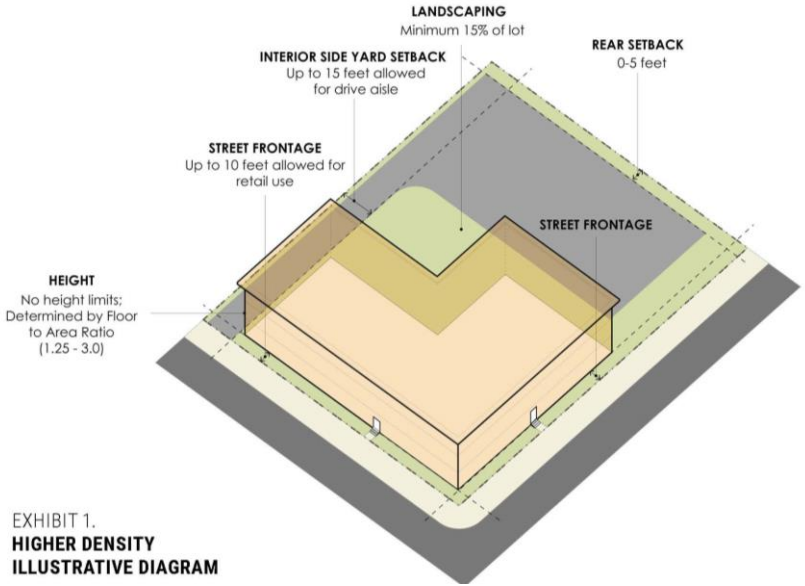


EXHIBIT 1.
HIGHER DENSITY ILLUSTRATIVE DIAGRAM

*Table 4. Higher Density Development Standards**	
Minimum density	45 units/ac
Floor-area ratio (FAR)	1.25 - 3.0
Minimum unit size	400 SF
Maximum building height	No limit. Height determined by FAR.
Minimum on-site landscaping	15%
Maximum Setbacks	
Street frontage	5 feet, 10 feet allowed for retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.
Interior side yard	8 feet, 15 feet allowed for drive aisle
Rear yard	5 ft
Parking	
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit
Commercial	1 stall/400 SF

**Refer to page 18 for Design Standards*

Small Sites 45-60 DU/acre

HIGHER DENSITY DEVELOPMENT - SAMPLE BUILDING TYPOLOGIES - **45-60 DU/ACRE**

SMALL LOT SINGLE FAMILY

SMALL LOT SINGLE FAMILY

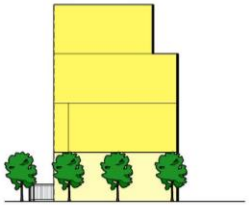
FROGTOWN LOS ANGELES - MID-RISE RESIDENTIAL

PERRIS STATION APARTMENTS - MID-RISE RESIDENTIAL

SOURCE: GOOGLE EARTH 2022

Building Typology Example
Small Sites

SMALL SITE - 832 W 6TH ST



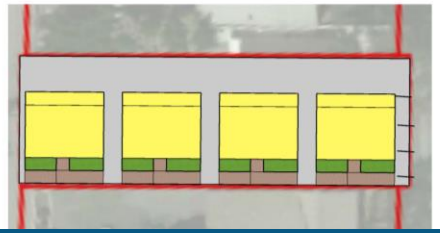


Table 7. Small Site Comparison Table: Alternative Development Standards

	HIGHER DENSITY	TRANSIT-ORIENTED COMMUNITY	SMALL LOT SUBDIVISION WITH ADU BUILDING TYPOLOGY
Minimum density	45 units/ac	60 units/ac	47 units/ac
Minimum floor-area ratio (FAR)	1.25 - 3.0	2.0 - 3.5	1.36
Minimum unit size	400 SF	400 SF	400 SF
Maximum building height	No limit. Height determined by FAR.	No limit. Height determined by FAR.	40 ft as determined by FAR
Minimum on-site landscaping	15%	10%	15%
Maximum Setbacks			
Street frontage	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 ft
Interior side yard	8 ft	8 ft	8 ft
Rear yard	5 ft	0 ft	0 ft
Parking			
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit	8
Commercial	1 stall/400 SF	1 stall/500 SF	n/a

Transit-Oriented Communities Development Standards

TRANSIT-ORIENTED COMMUNITY (TOC) DEVELOPMENT STANDARDS

ILLUSTRATIVE DIAGRAM FOR TOC DEVELOPMENT

The development standards established for the TOC alternative apply to properties that are located within the HQTA, including the 6th Street and North Main corridors. SCAG defines HQTAs as corridor-focused priority growth areas that are within a half mile of an existing or planned fixed guideway transit stop or a bus transit corridor that has a frequency of every 15 minutes or less during peak commuting hours. These standards, including reduced setbacks and a higher FAR, aim to support the highest density among the three alternatives. They are intended to encourage compact development, improve access to transit, and promote a pedestrian-oriented environment. TOC development would require a minimum of 60 units per acre. TOC development standards are illustrated in Exhibit 2. Examples of building typologies representative of TOC development are shown on the following page.

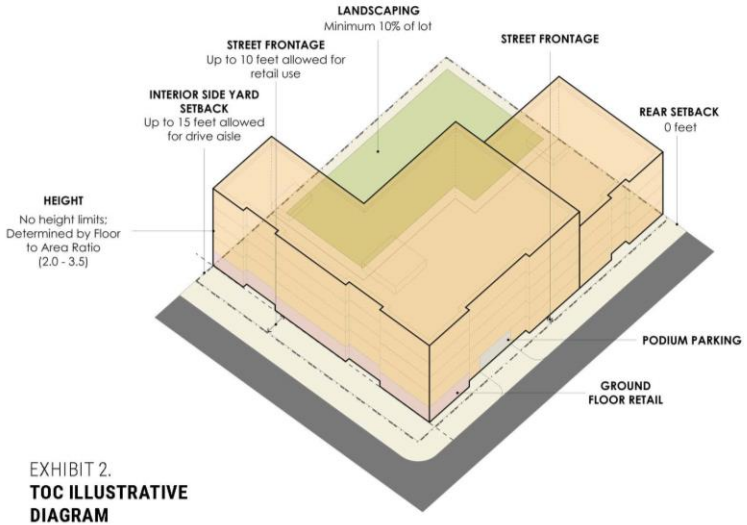


EXHIBIT 2.
TOC ILLUSTRATIVE DIAGRAM

*Table 5. TOC Development Standards**	
Minimum density	60 units/ac
Floor-area ratio (FAR)	2.0 - 3.5
Minimum unit size	400 SF
Maximum building height	No limit. Height determined by FAR.
Minimum on-site landscaping	10%
Maximum Setbacks	
Street frontage	5 feet, 10 feet allowed for retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.
Interior side yard	8 feet, 15 feet allowed for drive aisle
Rear yard	0 ft
Parking	
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit
Commercial	1 stall/500 SF

**Refer to page 18 for Design Standards*

Larger Sites 60-100+ DU/acre

TOC DEVELOPMENT - SAMPLE BUILDING TYPOLOGIES - **60-100+ DU/ACRE**

METRO AT MAIN - HIGHER DENSITY MIXED-USE RESIDENTIAL
SOURCE: STANTEC

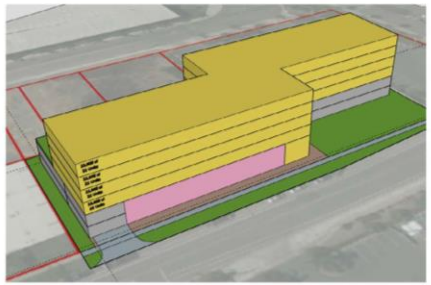
ANDI APARTMENTS - ADAPTIVE REUSE OF COMMERCIAL STRIP MALLS

THE GEORGE - ANAHEIM

THE ANDY - EUGENE, OREGON

Building Typology Example
Larger Sites

LARGE SITE - 122 E HARRISON ST



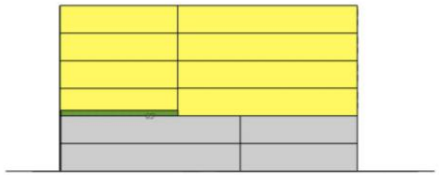


Table 8. Large Site Comparison Table: Alternative Development Standards

	HIGHER DENSITY	TRANSIT-ORIENTED COMMUNITY	TYPE 5 BUILDING WITH PODIUM
Minimum density	45 units/ac	60 units/ac	90 units/ac
Minimum floor-area ratio (FAR)	1.25 - 3.0	2.0 - 3.5	2.4
Minimum unit size	400 SF	400 SF	1,000 SF
Maximum building height	No limit. Height determined by FAR.	No limit. Height determined by FAR.	60 ft as determined by FAR
Minimum on-site landscaping	15%	10%	15%
Maximum Setbacks			
Street frontage	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	10 ft
Interior Side yard	8 ft	8 ft	8 ft
Rear yard	5 ft	0 ft	5 ft
Parking			
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit	114
Commercial	1 stall/400 SF	1 stall/500 SF	6

Questions, Comments, Discussion

Design Guidelines

A range of architectural building typologies from 10-60 units/acre

- ADUs
- “missing middle” (duplex, fourplex, etc.)
- 2-4 story wood frame
- 5-6 story podium

Selected Topics

- **Massing**
  - Orientation
  - Façade Articulation
  - Transition to lower scale
  - Daylighting
  - Front patios and porches

Selected Topics

- **Ground-level articulation**
  - Glazing/windows
  - Clearances
  - Louvers/shade structures
  - Active uses

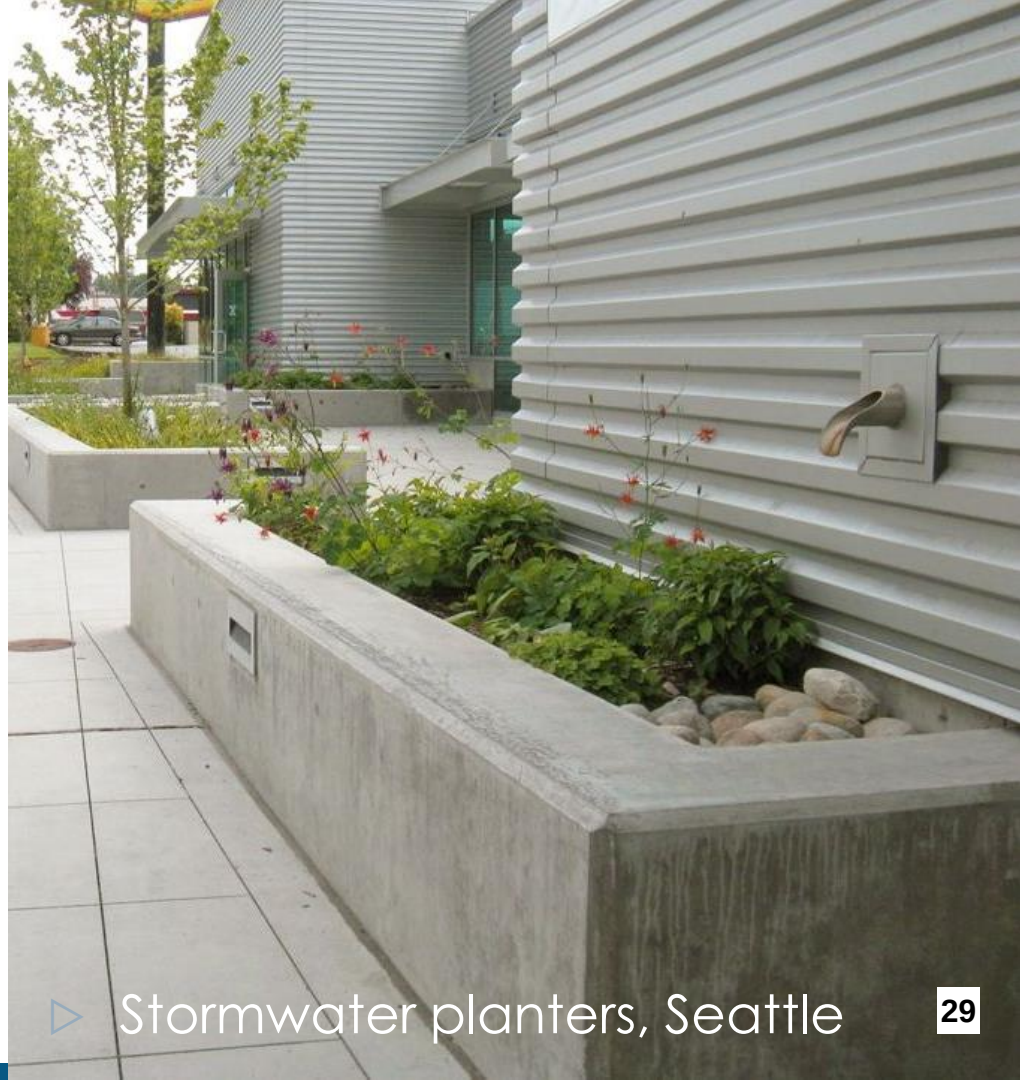
Selected Topics

- **Density Targets**
  - To accommodate the additional RHNA units, residential densities between 45-60 units/acre and above are required

▷ The George, Anaheim

Selected Topics

- **Sustainability and Climate Resilience**
  - Stormwater
  - Drought-tolerant plants
  - Heat-island effect
  - Tree canopy
  - Net-zero buildings



Stormwater planters, Seattle

Selected Topics

- **Parking**
  - Behind buildings or within structures
  - Access from rear (alley) or side street
  - Minimize curb cuts
  - Provide fewer parking spaces

Selected Topics

- **Public Realm improvements**
  - ADA-accessible
  - Provide parkway/canopy trees
  - Seating
  - Utilities
  - Transit shelters, bike racks, shared mobility

Fruitvale Village, Oakland

Selected Topics

- **Common-area amenities**
  - Where possible, locate along street to activate sidewalk
  - 15%+ of buildable area
  - Rooftop terraces/ amenity decks
  - Fitness centers, community rooms, bike storage/fix-it stations, recreation

The Ellington, Pasadena

Selected Topics

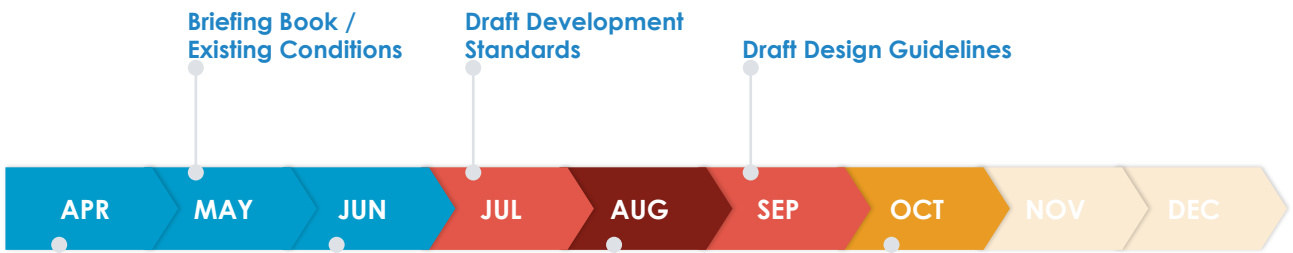
- **Landscape**
  - Screen mechanical equipment, blank walls
  - Use drought-tolerant plants that do not litter
  - Stormwater management
  - Provide shade and respite, separation from street

Streetscape redesign, Denver

Questions, Comments, Discussion

Next Steps

Schedule and Next Steps



Additional City Council/Planning Commission Meetings

Stakeholder meetings:
August 2 – In-Person Community Meeting

August 18 – Virtual Developer Roundtable

Thank you.

HOUSING ELEMENT REZONING PROGRAM

SITE INVENTORY BRIEFING BOOK

CITY OF CORONA

June 2022

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1 INTRODUCTION

1. INTRODUCTION

BRIEFING BOOK OVERVIEW

The purpose of the Housing Element Rezoning Program is to increase density and allowances for affordable housing to address the City's housing needs as identified through the Regional Housing Needs Assessment (RHNA). The Site Inventory Briefing Book (Briefing Book) documents the location of the Affordable Housing Overlay (AHO) and rezone sites as well as key characteristics of the surrounding areas that inform the creation of the Design Standards and Guidelines. The Briefing Book can be used as a resource for property owners and developers who are interested in affordable housing projects on these sites to understand the key design elements for each neighborhood. The goal is to ensure that the standards and guidelines will promote development that is sensitive to and reflective of existing neighborhood character. Ultimately, this approach will help to resolve potential conflicts between new development and the surrounding context.

In addition to the information derived from the 2021 Housing Element Update and specific plans, the project team conducted a tour of AHO opportunity sites and rezone parcels, as well as their surrounding areas to document the overall character as a part of the final Briefing Book.

CITY HISTORY

Formerly known as South Riverside, the City of Corona was incorporated in 1896. Corona resides in northwest Riverside County near the edges of San Bernardino and Orange Counties, and is transected by Interstate 15 and State Route 91. The City's most notable feature is Grand Boulevard, a 3-mile long circular beltway designed by Hiram Clay Kellogg. Its historic roots trace back to the late 1800s serving as the border of the City's original center, and three times as an automobile raceway between 1913 and 1916. Grand Boulevard was recognized by the National Register of Historic Places in 2011.

With roots in the agricultural industry, the City now provides its residents opportunities for retail and commercial employment, public programs, schools, amenities, and recreation. According to the City's Housing Element, the City of Corona has undergone rapid growth and urbanization in the past 25 years. The population is anticipated to grow to approximately 185,000 by 2045. To catalyze the creation of affordable housing in the City of Corona, the City has launched a Rezoning Program. The Rezoning Program will allow property owners to develop, by right, affordable housing units that comply with the development standards and design guidelines adopted by the City. The rezoning program has identified sites that are either rezoned or have been assigned an Affordable Housing Overlay (AHO) designation.

CHARACTER ZONES

Many of the opportunity sites identified in the City's Housing Element are clustered in and around Downtown Corona and north of the 91 Freeway. These and other clusters represent "character zones" that generally have consistent land use patterns, architectural character, housing densities, and circulation that inform the urban design qualities of the surrounding area. The four character zones are summarized below and shown in Exhibit 1.

CHARACTER ZONE 1(CZ1): WEST CORONA

The West Corona Character Zone is defined by strip malls, auto-oriented commercial development, multi-family apartments, and its proximity to the 91 Freeway. Large, industrial lots also dominate West Corona.

CHARACTER ZONE 2 (CZ2): DOWNTOWN CORONA

The Downtown Corona Character Zone consists of a wide array of building typologies, including single family residential homes, auto-oriented commercial, institutional, and religious buildings. AHO and rezone properties identified in this zone are located within the City's Downtown Revitalization Specific Plan. In addition to Grand Boulevard, several historic places are located in downtown, including Corona High School, Andrew Carnegie Library, the Woman's Improvement Club Clubhouse.

CHARACTER ZONE 3 (CZ3): NORTH CORONA

AHO and rezone properties within this zone consist of auto-oriented commercial and industrial properties directly north of the station, and several vacant industrial properties to the west along Railroad Street. Recent multi-family housing projects, including Metro at Main and Artisan at Main Street are located in this Character Zone. The majority of the AHO properties fall within the North Main Street Specific Plan.

CHARACTER ZONE 4 (CZ4): EAST CORONA

The East Corona Character Zone is clustered around East 6th Street near Highway 15. This zone is defined by vacant industrial lots, warehouse and manufacturing typologies, RV/Mobile Home communities, low-rise apartments, single family residential, and auto-oriented commercial.

OTHER SITES

Three rezone properties fall outside of each character zone. Two of the sites, both existing church properties, are located south of Grand Boulevard among single family residential neighborhoods. The third site consists of a mobile home community, and is situated east of Character Zone 4.

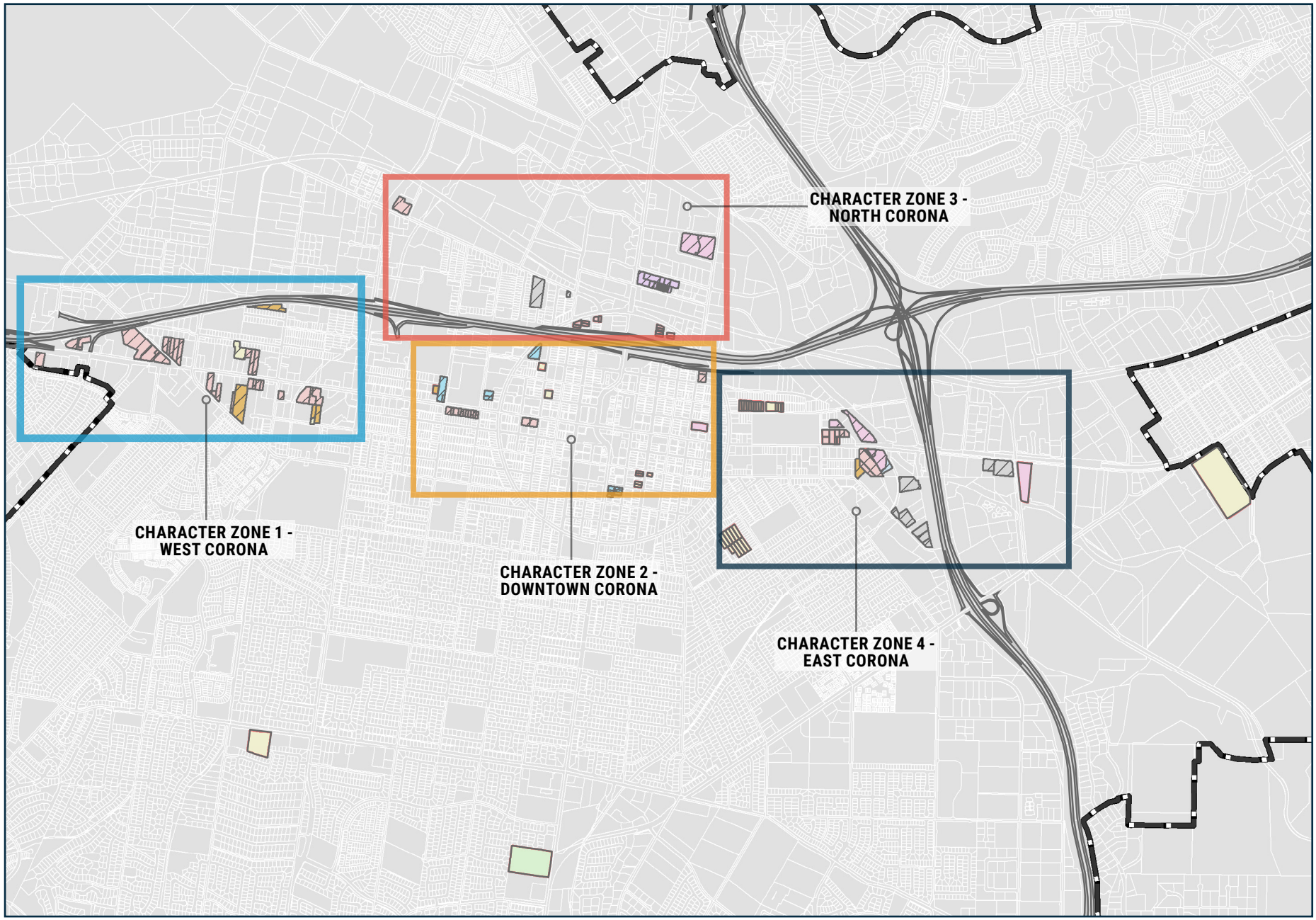

EXHIBIT 1.
CHARACTER ZONES

SOURCE: CITY OF CORONA

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2 REGULATORY CONTEXT

2. REGULATORY CONTEXT

INTRODUCTION

The City of Corona's Zoning Ordinance provides provisions and standards that define uses permitted on a property as well as regulate height, setbacks, lot sizes, and lot coverage. General development standards for each of the AHO and rezone properties' base zoning are listed in Table 1.

The City of Corona has also adopted specific plans throughout the City to help regulate land use and development standards within a given project area. Zoning, development standards, and design guidelines would supersede the original zoning code. A few AHO and rezone parcels fall within several specific plan areas, including the North Main Street District Specific Plan, the Downtown Revitalization Specific Plan, the Corona Magnolia Specific Plan, and Plaza on Sixth Street Specific Plan. Exhibit 2 displays the specific plan areas within the City of Corona. Since residential development and design standards and guidelines are only applicable in the North Main Street District and Downtown Revitalization Specific Plans, this section does not include development standards from the Corona Magnolia and Plaza on Sixth Street Specific Plans. Proposed design guidelines for the City's rezoning program would support the development and design objectives listed in the North Main Street and Downtown Revitalization Specific Plans to ensure a comprehensive planned area.

Table 1. Base Zoning Development Standards

	GENERAL COMMERCIAL	COMMERCIAL/ OFFICE	HIGH DENSITY RESIDENTIAL (M3)	LOW DENSITY RESIDENTIAL (R1-7.2)	LIGHT INDUSTRIAL	QUASI PUBLIC	AGRICULTURE
Minimum lot area	No minimum	No minimum	7,200 SF	7,200 SF	20,000 SF (except for Industrial Condominium Projects as defined in 17.44.120)	No minimum	5 AC
Minimum lot width	No minimum	No minimum	60’	65’	100’	No minimum	250’
Minimum lot depth	No minimum	No minimum	100’	100’	150’	No minimum	300’
Minimum landscape setback abutting a residential zone	20’	10’			10’ landscape buffer with an overall building setback of 30 ft	10’	n/a
Front yard setbacks	10’	25’	25’	20’	15’ to local/collector; 20’ to secondary/major street	25’	25’
Interior side yard setbacks	n/a	n/a	5’, 7’, 10’ for one, two, and three story buildings, respectively	5’, 10’ if no access to alley	No minimum	10’	15’
Street-side side yard setbacks	10’	15’	15’	5’	15’ to local street; 20’ to secondary street	15’	15’
Rear yard	n/a	n/a	10’	10’	No minimum	10’	10’
Building coverage	No coverage requirement	No coverage requirement	Lot area coverage by buildings or structures shall not exceed 60% of the total area	Lot area coverage by single story buildings or structures shall not exceed 45% of the total lot area. Lots with two-story buildings or structures shall not exceed 35% coverage of the total lot area.	n/a	n/a	Lot area coverage by buildings or structures shall not exceed 30% of the total lot area
Maximum building height	3 stories and no more than 40 ft	3 stories and no more than 40 ft	3 stories and no more than 40 ft	2 stories and no more than 30 ft	40 ft at building line; or for one foot of setback, an additional height of one foot shall be permitted up to 55 ft	2 stories and no more than 30 ft	2 stories or 30 ft, whereas a single story structure shall be one story and no greater than 25 ft

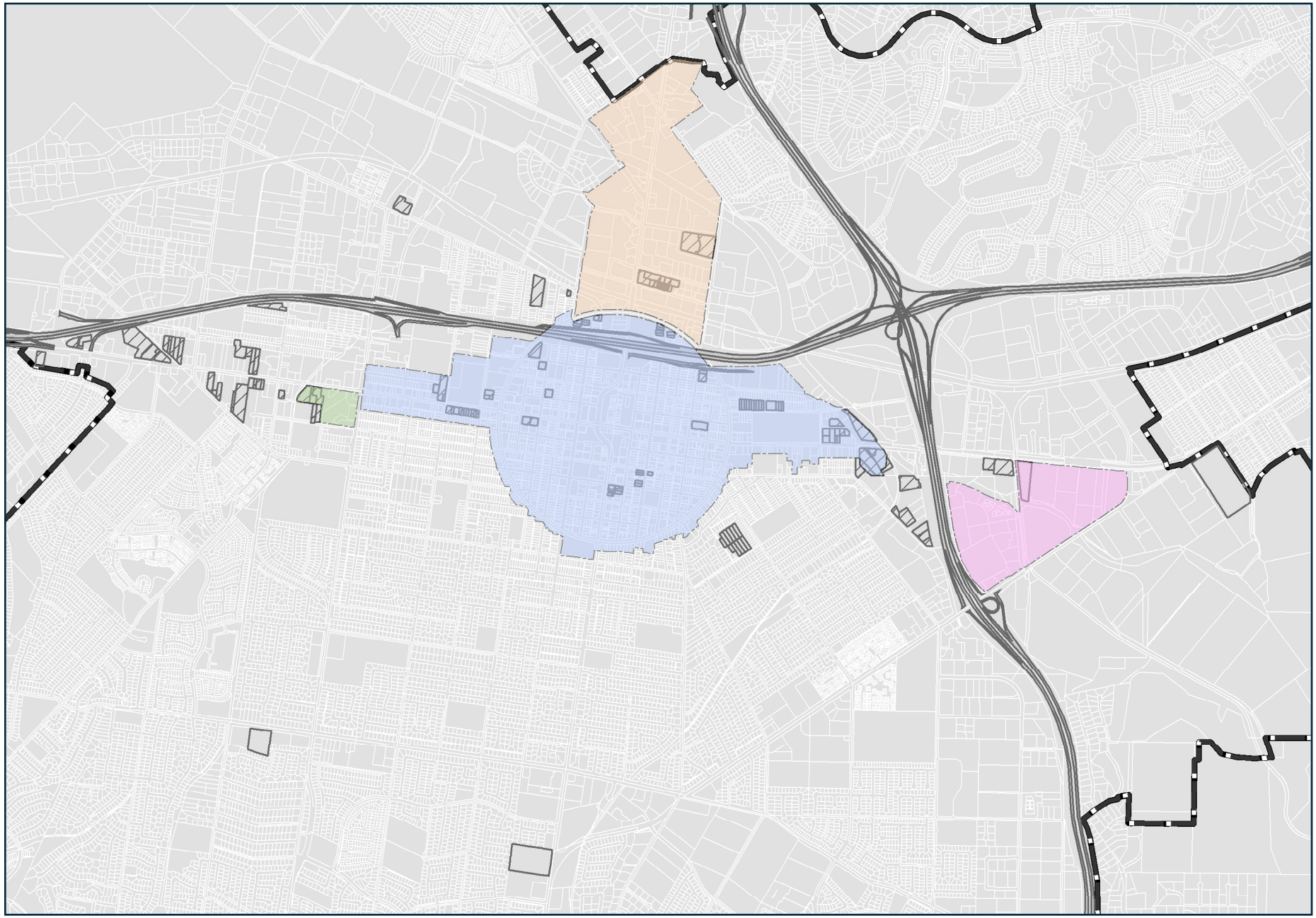


EXHIBIT 2.
SPECIFIC PLAN AREAS

SOURCE: CITY OF CORONA

SOURCE: CITY OF CORONA

NORTH MAIN STREET DISTRICT SPECIFIC PLAN (2000)

In 2000, the North Main Street District Specific Plan was adopted to guide future development for properties within the Specific Plan area north of Grand Boulevard. The Specific Plan area is divided into four districts, with specific design guidelines corresponding to each section. This includes the Corona Retail District, Corona Business Center, Single Family Condominium, and Other Districts. These guidelines provide direction to city staff and developers regarding architectural styles, building masses and height, roofing, building materials, building colors, building entries, and signage.

Several AHO properties are located within the Mixed Use (MU) District and Business Park (BP) District of the Specific Plan. The MU District aims to encourage commercial projects paired with residential and non-residential uses including office, retail, and public spaces. Mixed-use blocks, stacked units, recessed court, or live-work building types are permitted in the MU District. The BP District is dedicated to office, professional, light manufacturing, and light industrial uses.

Proposed design guidelines for AHO properties will be consistent with the development standards and design guidelines listed in both the Specific Plan and General Plan.

North Main Street Specific Plan, continued.

PERMITTED USES

Permitted residential uses in the Mixed Use District include:

- Single family detached condominiums (must be a component of mixed use development)
- Multiple family residential uses including senior facilities (must be a component of mixed use development)
- Recreational facilities intended for the private use by the residents of a permitted residential development and their guests
- Pet keeping

The Business Park District is reserved for office, professional, light manufacturing, and light industrial uses, and aims to provide a high quality business park environment with comprehensive landscaping and signage guidelines.

Other allowable land uses are listed in *Section 4.3 Permitted Uses in Each District* of the North Main Street Specific Plan. Development and design standards for the Mixed Use District and Business Park District are listed on the following pages.

Table 2. Mixed Use District Development Standards

Maximum Structure Height	None. Height limited by Floor Area Ratio (FAR)
Lot Requirements	
Minimum Lot Area (sf)	No requirement
Maximum Lot Coverage (Building Coverage)	No requirement
Maximum Lot Dimensions	No Requirement
Floor Area Ratio (FAR)	Commercial only: 0.5 Mixed Use: 2.0
Building Setbacks	
Front	No requirement
Street Side	10 ft. landscape setback from property line
Interior Side and Rear	Buildings under 30 ft in height: 10 ft Buildings over 30 ft in height: 10 ft plus 2 1/2 ft for every 10 ft of height to a maximum of a 25 ft setback.
Minimum Setback from BP Zone	15 ft. A minimum 5 ft wide landscape buffer is required directly adjacent to BP Zone boundary.
Parking[1]	
Commercial	Per CMC 17.76
Residential (ancillary to commercial uses)	
Studio or single bedroom units	1 covered spaces per unit
Two or more bedroom units	2 covered spaces per unit
Guest parking	1 space per every five units
Commercial/Residential Ratio	3 Residential Units per 1,000 s.f. of commercial
Usable open space for residential users	
Private Usable Open Space	No requirement
Common Usable Open Space	Minimum 100 sq ft per unit per site
Storage Area	Minimum 100 cu ft per unit with no dimension less than three ft

[1]Shared parking arrangements are encouraged per Section 4.4.1(A)(4) of this specific plan.

North Main Street Specific Plan, continued.

MU DISTRICT DESIGN STANDARDS

1. Mixed Use buildings on street frontages must contain retail, commercial or office uses on the ground level. Residential uses may begin on the second floor of a live/work or mixed use building or in one or more separate buildings at the rear of the property.

2. All new projects within ¼ mile of the Metrolink station must be designed and oriented to enhance pedestrian movement between adjacent uses, particularly the Metrolink station and transit hub.

3. All new projects within ¼ mile of the Metrolink station and transit hub shall provide a clear pedestrian pathway to facilitate movement from the project to the station/hub

4. Projects on Blaine Street shall be designed to minimize the impact of the nearby railway on residential units. Buildings, windows, balconies, and patios should be oriented to reduce the impact of noise, rail emissions, and traffic on project residents. Design suggestions include courtyards, forecourts, or galleries as designed below:

    - Courtyard: Units built around a central open space.
    - Forecourt: Recessed entry or side-oriented courtyard
    - Gallery: Public sidewalk along primary frontages covered with single story “patio” cover; upper story units begin at property line.
    - Arcade: Interior sidewalks in larger projects covered by upper story units.

5. Building form an articulation in mixed-use projects shall emphasize commercial and public entrances and de-emphasize residential and service areas. Building articulation and detailing should avoid monotonous facades, be compatible with the scale of surrounding development, and incorporate architectural detailing.

6. Portions of the front building elevation should be set back to allow for outdoor uses such as patio dining, entry forecourts, and other amenities appropriate to the Mixed Use District.

7. Fences and walls are discouraged unless needed for a specific screening, safety, or noise purposes. If needed, they style and materials shall blend with

North Main Street Specific Plan, continued.

Table 3. Business Park (BP) Development Standards	
Maximum Structure Height	3 stories or 50 feet, whichever is lesser, provided that residential buildings and structures shall not exceed 30 feet in height.
Lot Requirements	
Minimum Lot Area (sf)	No requirement
Maximum Lot Coverage (Building Coverage)	No requirement
Maximum Lot Dimensions	No Requirement
Setbacks	
Grand Boulevard	15 ft landscaped setback from property line.
Front Yard Setback	15 ft from the property line, provided that a front yard located immediately adjacent to or across the street from an area zones for residential use shall have a front yard of not less than 25 ft.
Street Side Yard Setback	15 ft from the property line
Interior Side Yard Setback	10 ft building separation required. Interior side yards may be equal (no less than 5 ft) or unequal (10 ft and 0 ft)
Rear Yard Setback	10 ft from the property line
Interior Side and Rear Yard Setbacks for Non Residential Parcels Abutting Residential Uses	20 ft from the property line. No less than 10 ft of this required setback shall be landscaped directly adjacent to the Business Park Zone boundary.
Special Yard Requirements	The provisions of section 17.64.030 in the Corona Municipal Code shall apply.
Setback Landscaping	All required yards that border public dedicated streets shall be landscaped with trees, shrubs, ground covers, annuals, perennials, and/or turf, except where vehicular or pedestrian access is provided or required.

DESIGN GUIDELINES

According to the North Main Street District Specific Plan, most of the properties located within the project area were built between the 1970s and 1990s and consist of a variety of building typologies and architectural styles. The Specific Plan provides architectural design guidelines for future development, retrofitting existing buildings, and enhancing retail centers. Design guidelines are divided into four categories:

- Corona Retail District
- Corona Business Center (includes the Industrial use area)
- Single Family Condominium
- Other Districts

AHO properties fall under the Corona Business Center and Other Districts (MU) category.

CORONA BUSINESS CENTER DESIGN GUIDELINES

Architectural Design

- Architecture shall contribute to consistency in the entire Corona Business Center whenever possible.
- Inconsistencies in building design from one building to another shall be granted, within reason, to allow for varying functional and programmatic requirements of respective businesses.
- Buildings shall be contemporary in design and appearance. Design shall incorporate clean lines devoid of historic or stylistic allusions or imagery.

Building Massing/Height

- Buildings shall strive to complement each other in massing and height with an overall consistency in building forms encouraged.

Building Materials

- Building materials are intended to express economy and efficiency of design conducive to a clean, appropriate and professional work environment. Materials should be durable and convey a sense of permanence. They also should not call attention to themselves, but contribute to the overall visual and architectural consistency of the entire Corona Business Center. For example, a concrete block building may contain painted aluminum window frames, painted metal doors, and painted metal light fixtures. A painted wood trellis may frame and shade a walkway from an adjacent parking structure.

North Main Street Specific Plan, continued.

- Two categories of building materials are emphasized:

  Primary, or Base, Building Materials. These materials constitute the majority of the building. Acceptable materials include: stucco, concrete, brick, and stone.

  Accent Building Materials. These materials provide an additional layer of building components, enhancing building exteriors and refining pedestrian scale. Building components using accent materials include: window frames, trellises, lighting fixtures, handrails, etc. Acceptable accent materials include: metal, tile, glass, decorative brick or stone, and wood (as accent pieces only).

- Unacceptable exterior materials include: highly reflective and mirrored glazing and wood siding.
- Materials suggested here do not constitute an exhaustive list. Additional materials considered to enhance the design intentions of the North Main Street Specific Plan area shall be permitted.
- The actual building materials and materials palette for each development within the Corona Business Park Center shall be reviewed by the City as part of the Precise Plan review process.

Building Colors

- Primary building colors shall be neutral and contribute to overall consistency within the Business Park.
- The following general color classifications apply to development within the Corona Business Park:

  Primary Building Colors shall be chosen from a range of off whites.

  Accent Building Colors for element such as trellises, metalwork, window mullions, etc. shall be subdued. These colors shall be chosen from a range of purples/mauves, blues, and blue-greens.

- The actual building colors and color palette for each development within the Corona Business Park shall be reviewed by the City as part of the Precise Plan review process.

Roofing

- Roofs should be flat, except in certain circumstances where programmatic usage requires otherwise.
- Composition shingles and other similar types of roofing material are not permitted, except in exceptional circumstances where matching existing conditions deems otherwise.

Architectural Detailing

- As with building materials, detailing should be used to reflect technology and efficiency of design. Detailing also should be used to contribute to an overall consistency within the Business Park. Again, the highest level of detail should be used in the areas of most intense human activity. Also, to reduce historical allusions, detailing should be clean. For example, roof forms should be flat, with simple parapet details. Sloping, hipped, gabled, etc., roof forms with various roofing materials should be avoided. As a second example, fenestration should be simple, reflecting function and structure when appropriate; arbitrary and/or decorative patterns, sloping glazing, etc., should be avoided.

Building Entries:

- Building entries shall be readily visible by both pedestrian and vehicular users. Building entries shall incorporate a level of detailing that respects, reinforces, and heightens pedestrian scale.

Mechanical Equipment:

- Exterior components of mechanical, electrical, and plumbing systems shall not be located on the exterior of the building, nor be visible from the exterior ground plane, unless such components from an integral part of the building's design as instructed by the architect.

CORONA MIXED USE DISTRICT ARCHITECTURAL GUIDELINES

- Architectural innovation is encouraged in the MU District
- The Actual building materials and materials palette for each commercial retail development shall be reviewed by the City as part of the Precise Plan review process

DOWNTOWN REVITALIZATION SPECIFIC PLAN (1998)

The Downtown Revitalization Specific Plan for the City of Corona serves to guide and shape future development of the downtown over the next 10 to 15 years. The Plan aimed to reinvigorate the heart of the community by creating a more pedestrian-oriented destination, preserve and celebrate the City's historic and cultural heritage, foster a strong sense of place for visitors and residents to shop, live, and play, while catalyzing economic development and reinvestment. The Specific Plan outlines policies, design guidelines, and implementation strategies to achieve this vision.

The Specific Plan area consists of the commercial, industrial, residential, and public property within Grand Boulevard Circle and adjacent properties along Main Street and 6th Street. The most notable structures with a heavy influence on its surrounding architecture include City Hall, Landmark Theater, and Corona Mall at Main. AHO properties are congregated near Main Street and on vacant or commercial sites along West 6th Street. General residential and multi-family residential standards and design guidelines are listed on the following pages.

Several AHO properties are located in the General Commercial (GC), Community Services (CS), Transitional Commercial (TC) and Business Park (BP) Districts of the specific plan. Multiple family housing is allowed by conditional use permit in the TC District with senior housing allowed by conditional use permit in the TC and CS District. Mixed-use commercial and residential is allowed by conditional use permit in the TC and GC Districts.

Downtown Revitalization Specific Plan, continued.

Table 4. Multi-Family Residential Development Standards	
Residential Density	None. Height limited by Floor Area Ratio (FAR)
Maximum Dwelling Units per acre	
MF-1	15.0
MF-2	20.0
MF-3	10.0
MF-4	15.0
Minimum Lot Area (sf)	1 ac
Minimum Lot Width (ft)	80
Minimum Lot Depth (ft)	100
Building Height	
Maximum Stories	26
Maximum Feet	30*
Minimum Building Height (ft)	N/A
Maximum Floor Area Ratio (FAR)	N/A
Maximum Lot Coverage (% of lot area including accessory structures)	50%
Minimum Yard/Parking Setbacks	
Front Yard Setbacks (ft)	25
Side Yard Setbacks, Interior (ft)	5 feet for one-story building; 7.5 feet for two-story building; 10 feet for three-story building
Side Yard Setback, Street (ft)	20
Rear Yard Setback (ft)	15

*The Planning Commission may approve an increase in the overall building height would be compatible with, and would not be detrimental to, adjacent property or improvements; and would advance the goals of the Specific Plan

GENERAL RESIDENTIAL STANDARDS

1. Garages shall be set back at least 10 feet behind the primary front facade. The primary front facade must comprise at least half of the overall width of the residence and does not include projections such as bay windows and porches. Detached garages and accessory units shall be separated from the primary unit by at least 10 feet.

2. Porches shall be at least 50 square feet and be at least (5) feet in any direction.

TRADITIONAL RESIDENTIAL STANDARDS (FOR LOTS UNDER 7,200 SF)

3. Front Porches: A covered porch or patio at the first floor level shall be provided for each unit and be oriented towards the front yard and street.

- Porches elevated above grade are preferred.
- Porches shall be a minimum of five (5) feet deep from the front wall of the dwelling to the enclosing porch rail and a minimum of ten (10) feet in length.

4. Front Door and Windows: The front door and front windows shall be located in the front wall of the dwelling under the roof of the porch.

5. Covered Parking: Tandem parking spaces shall be permitted. Such spaces may be located in line behind one another provided that all spaces are setback at least twenty (20 feet) from the property line.

6. Garage: Rear access from an alley for a garage structure is required unless otherwise approved by the Planning Director. If driveway access is provided from the street, the garage or carport may not face the street, unless it is located a minimum of 20 feet behind the front facade of the principal structure.

GENERAL RESIDENTIAL NEIGHBORHOOD DESIGN GUIDELINES

General Residential Rehabilitation Principles

- Rehabilitation of historic residential buildings should try to retain and restore original elements. If damage or deterioration is too severe, the element should be recreated using original materials to match the design, color, texture and any other important design features.
- When replacement is necessary and original materials cannot be obtained, substitution materials should incorporate the design, color and texture that conveys the traditional visual appearance of the original material.

Downtown Revitalization Specific Plan, continued.

Exterior Materials

- Original exterior residential building materials should be retained whenever possible. It is not desirable to use mismatched materials of different sizes, shapes, textures, or finishes.
- Residential buildings with original wood clapboard siding should not be stuccoed in an attempt to "modernize" their appearance.
- Brick surfaces should not be sandblasted in an attempt to remove old paint. Sandblasting will damage the natural fired surface of the brick and cause it to lose its water repellent qualities. Paint should be removed by chemical stripping.

Windows

- Historically, most older residential structures had wood framed windows that were either fixed, double hung, or casement. The size, shape and style of windows are important architectural features and the original type window should be used again.
- When window replacement is necessary, it is preferred that the new window be an exact match of the original, which may require special milling.
- An alternative to special milling may be the use of an "off-the-shelf" standard window that closely matches the original. While this may compromise the true architectural integrity of the building it may be an economical alternative for areas of the building that are not visible from the public right-of-way.
- It is strongly recommended that aluminum frame windows not be used as replacements on any part of a residential structure.

Doors

- Historically, residential structures had solid wood doors that fit the particular style of the building. The front door of the residence was the most ornate with secondary doors usually more utilitarian in appearance. The size, shape and style of doors is an important feature of all historical architectural styles and the original type/design should be used again.
- If the original door is missing, select an appropriate design by studying the doors of similar residential structures in the neighborhood or consulting books on architectural styles. Many older style panel doors are still available from material suppliers and may match original doors very closely.

Porches and Stairs

- During rehabilitation efforts, the design integrity of the front porch should not be compromised. There is often a desire to "modernize" or change the appearance of the building by changing the details of the original porch design, usually through the installation of wrought iron or aluminum railings. Temptations to change these items should be strongly avoided, as any change in the structural or decorative elements of the front porch will usually compromise the original architectural integrity of the entire building.
- The stairs leading to the front porch are an integral part of the overall style of the building. When stairs require rehabilitation, they should be rebuilt according to the style of the building. Avoid the use of off-the-shelf, ready-made wrought iron or aluminum railings.

Ornamentation/Trim

- Most often it is the authentic decoration and trim on a residential structure that lends character and identifies the building with its particular architectural style. Great care should be taken in handling these materials during renovation because many times they are the very components that make a building so special.

Roofs

- Most often it is the authentic decoration and trim on a residential structure that lends character and identifies the building with its particular architectural style. Great care should be taken in handling these materials during renovation because many times they are the very components that make a building so special.
- The determination of what material to use for the replacement of wood shingles or shakes on historic buildings is a hard decision. The desire for the most aesthetic material is often superseded by the desire to provide maximum fire protection. Many of the newer "architectural" styles of asphalt roofing (e.g. thick butt composition) closely resemble wood shingles and provide good fire resistance.

Additions to Existing Structures

- Additions to historically significant residential structures may be necessary to
- ensure their continued use. Modifications (e.g. additions, seismic strengthening, new entrances and exits) should be made with care so as not to compromise a residential building's historically valuable features, materials, or finishes.
- Additions should be carefully placed to minimize changes in the appearance of the residence from the street (public right-of-way). It is strongly recommended that additions be placed to the side or rear of the residence and should not obstruct the appearance of the building from the street (public right-of-way).

Downtown Revitalization Specific Plan, continued.

- The roof of a residential structure, especially its style, materials and pitch, is an important architectural element that must be taken into consideration when planning an addition. The roof style, pitch and materials on the addition should match the original.
- Adding an additional story to an existing residential structure will always change the building's proportions and should be carefully designed to follow similar two story examples of that particular architectural style found in the neighborhood. Integrating the new second story addition into the original design of the residence may be easier if the addition is setback or "stepped" back from the front facade so that it is less noticeable from the street (public right-of-way).

New Infill Residential Structures

- New residential development should continue the functional, on-site relationships of the surrounding neighborhood. For example, common patterns that should be continued in Corona are front porches and entries facing the street and garages/parking located at the rear of the parcel.
- Garages in front are prohibited.
- Front yard setbacks for new residential infill development should match existing setback patterns of surrounding dwellings.
- New infill residential structures should incorporate the traditional architectural characteristics of existing residences found in the surrounding neighborhood, for example: window and door spacing, exterior materials, roof style and pitch, finished-floor height, porches and decoration/detail.
- The proper use of building materials can enhance desired neighborhood qualities such as compatibility, continuity, harmony, etc. The design of infill residential structures should incorporate an appropriate mixture of the predominant materials found in the neighborhood. Common materials are brick, stone, wood, horizontal clapboard siding and shingles.
- Because new infill residential structures are potentially likely to be taller than one story, their height and bulk can impose on smaller adjacent residences. The height of new residential structures should be considered within the context of surrounding residential structures. New residential structures with greater height should consider setbacks or "stepping back" at the second story to reduce impacts on adjacent existing single story residences.
- The incorporation of traditional balconies, verandas and porches within the building form is strongly encouraged.
- Color schemes for infill residential structures should consider the color schemes of existing residences in the surrounding neighborhood in order to maintain compatibility and harmony. Avoid sharp color contrasts with existing building colors.

Accessory Buildings

- New accessory buildings (garages, sheds, second units) that are visible from the public right-of-way should incorporate the distinctive architectural features (e.g. materials, color, roof pitch, etc.) of the main residence. Design features should be applied with less detail on the accessory residence so that it does not compete with the main building and is clearly subordinate to it.

Secondary Residential Units

- The entrance to an accessory dwelling should be clearly defined and recognizable as a person enters the rear yard. A ground-level patio or porch should be placed at the bottom of the stairs ascending to the dwelling. The patio or porch should be at least 50 square feet with at least six (6) feet clear in any directions. A trellis or roof should form a canopy over at least a portion of this space.
- At the top of the stairs and at the entry to the unit, the landing my be extended to form a deck or balcony. The doorway to the dwelling should be accompanied by an overhang that is at least three (3) feet deep to provide protection from the rain.
- The location and direction of windows should minimize the loss of privacy to adjacent residences. Windows within 10 feet of an interior property line or primary dwelling (regardless of orientation) should use clerestory windows with a sill height of at least five (5) feet.

Adaptive Reuse

The term "adaptive reuse" applies to both non-historic and historic houses and residential structures which were originally designed as residences and which are being converted (or adapted) to a new use. Adaptive reuse is an issue in the RO-Residential Office, R-Residential, and MF- Multi-family Districts in Downtown Corona. Adaptive reuse presents a number of special problems because the needs of the new use (such as increased parking, air conditioning, new entrances and exits, handicapped access, added floor area, etc.) are often substantially different from the old use and yet must be accommodated within the same house.

- The overriding principle of design for adaptive reuse is to be consistent with the significant design of the existing house or residential structure.
- On-parking and driveways should be located to the unobtrusive to the historical appearance of a building from the street. Parking should be located in the back, with access from the street or an alley, if one exists. Driveways should not be "flared" at the street to provide parking in front of the home or in the front yard.

Downtown Revitalization Specific Plan, continued.

Multi-family Residential

- Site setbacks of new units from public streets should continue the prevailing setback pattern unless a different setback standard is required.
- New multi-family development should respect the site settings of existing properties in the immediate area thorough the use of similar setbacks, building arrangements, buffer yards and avoidance of overwhelming building scale and visual obstructions such as privacy walls, carports and garages.
- New multi-family development should incorporate representative characteristics of the surrounding architecture and a positive, distinctive site layout and/or established functional pattern.
- New landscaping should compliment existing landscape materials, location and massing on adjacent established developments where appropriate.
- Clustering of multi-family units should be a consistent site planning element. Buildings composed of a series of simple yet varied plans assure compatibility and variety in overall building form.
- Buildings should be oriented in random positions to avoid instances where living spaces of one structure face the living spaces of another and significantly reduce indoor privacy.
- Buildings should be oriented to maximize southern exposure to large window areas to encourage passive solar heating in the winter months.
- Buildings should be oriented in such a way as to create courtyards and open space areas, thus increasing the aesthetic appeal of the area.
- Building orientation should provide a series of public spaces for recreation and general open space.
- There should be no more that six (6) spaces of uninterrupted parking, whether in garages, carports, or open parking areas. Each of the six (6) spaces shall be separated from additional spaces by a landscaped bulb of a minimum width of four (4) feet.
- Divide large parking lots. Large parking areas should be divided into a series of connected smaller lots which are laid out in an efficient, straightforward manner.
- Provide access from side streets. Whenever possible, locate access drives on side streets. When this is not possible, design the main site entry with patterned concrete or pavers to differentiate it from the public sidewalk.
- Locate driveways away from street intersections. Access drives, whether located on front or side streets, should be located as far as possible from street intersections so that adequate automobile stacking space is provided.
- Use special accents at entries. Monumentation, special textured paving, flowering accents, walls, shrubs, and the use of specimen trees shall be used to generate visual interest at entry points.
- Screen parking lots. Utilize a 36 inch high hedge with rolling berm or 42 inch high wall to screen parking at the street periphery. (Minimum shrub container size should be five (5) gallon.)
- Carports, detached garages, and accessory structures should be designed as an integral part of the architecture of the projects. These structures should be similar in materials, color, and detail to the principal buildings of the development. Prefabricated metal carports are prohibited.
- Parking courts should be treated as “landscape plazas” with attention to landscape surfaces, softened edges, shade and articulated pedestrian/vehicular circulation.
- The parking area shall be designed in a manner which links it to the building and street sidewalk system as an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and/or landscaping treatment.
- Architectural screening shall be constructed of the same materials and finishes compatible with the adjacent building, and shall be designed and placed to compliment the building design.
- Storage areas shall be completely screened from ground level view using appropriate materials such as solid shrub massing or wood walls.
- Trash bins shall be located within a trash enclosure. The enclosure shall be finished using materials compatible with the surrounding architecture, and shall be softened with landscaping. Gates shall be solid metal painted to match adjacent buildings. Recommended enclosure locations include inside parking courts, or at the end of parking bays. Location of the enclosure should be conveniently accessible for trash truck access.
- Where common mailbox services are provided, they should be located close to the project entry near recreational facilities. The architectural character should be similar in form, materials, and color to the surrounding buildings. Mailbox locations must be approved by the U.S. Postal Service.

Downtown Revitalization Specific Plan, continued.

MIXED USE PROJECTS DEVELOPMENT STANDARDS

Limitations and Requirements

1. The land uses within a mixed use project are those allowed by Table III-2 for the D, TC, GC, RO, and BP districts.

2. Residential units shall not occupy the front ground floor space in the Downtown (D) District. In a vertical mixed use project, residential units shall not occupy the ground floor spaces. In a horizontal mixed use project, residential units shall not occupy street front ground floor spaces.

3. Structures shall adhere to the development standards of Table III-3, unless otherwise specified in this section. To create the desired urban corridor ambiance, new projects located on Sixth Street should have the building located up front, close to the street and the parking located to the rear or incorporated into the structure.

4. Residential floor areas, excluding parking areas, in a mixed use project shall maintain the following minimums:

   - Studio units: 600 square feet
   - One bedroom units: 675 square feet
   - Two bedroom units: 800 square feet
   - Three bedroom units: 975 square feet

5. Common recreational space shall be provided at 100 square feet per residential dwelling unit. Common recreational space may include sundecks, rooftop recreation areas, rooftop gardens, recreation rooms, saunas, and other similar amenities. The recreational areas shall be designed and designated for the exclusive use of residents.

6. Parking shall be provided in the following manner: two standard parking spaces per residential dwelling unit, one of which shall be covered, plus one parking space per 200 square feet of commercial floor area, such as coffee houses, bakeries and ice cream shops. Restaurants/eating establishments shall provide parking at one space per 100 square feet of floor area. Residential guest parking can be included in the requirement for commercial parking provided that parking remains open and unassigned. Parking should be conveniently located near non-residential uses, but visibly minimized from arterial streets and public spaces. See Section III E for additional information in regards to parking standards.

7. Trash enclosures are required per Chapter 17.79 of the Corona Municipal Code. The minimum required enclosure space shall be the aggregate of commercial and multiple family residential standards.

8. All roof-mounted equipment shall be screened. Special consideration shall be given to the location and screening of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans. Noise reducing screens and insulation may be required where such equipment has the potential to impact residential uses.

9. Resident parking areas should be provided with security gates and lighting.

10. Mixed use projects in the Business Park (BP) District must contain an industrial use component whose square footage exceeds the commercial component

LIVE/WORK PROJECTS

Limitations and Requirements

1. Structures shall adhere to the development standards of either Table III-3c or Table III3d, unless otherwise specified in this section. To create the desired urban corridor ambiance, new projects located on Sixth Street should have the building located up front, close to the street, and the parking located to the rear or incorporated into the structure.

2. Permitted uses of the live/work units shall be restricted to the following uses:

   - Antique collectible shops (pawn shop not permitted)
   - Artist studios, galleries and museums
   - Boutiques selling hand crafted and hand sewn items (does not include mass produced items)
   - Dance, martial arts and music studios
   - Photography studios
   - Professional and technical based offices
   - Uses similar to those listed, as determined by the Planning Director

Downtown Revitalization Specific Plan, continued.

3. The residential living area shall be a minimum of 900 square feet. Additionally, the work space of the unit shall have an area that is at least 20 percent of the size of the residential living area. The work space shall not be utilized as residential living area.

4. The primary entrance of the work space shall be from the ground floor of the unit with access obtained from parking areas, public spaces, breezeways, interior hallways and corridors, or exterior courtyards.

5. Parking shall adhere to the design standards in Chapter 17.76 of the Corona Municipal Code and shall be provided in the following manner:

    - Two covered parking spaces per unit (the covered parking spaces shall be used for the parking of automobiles and shall not be used for the storage of materials)
    - Guest parking: one uncovered space per every two units

6. Common outdoor recreation facilities, such as pools, spas, clubhouses, atriums, and/or patio areas shall be provided at 50 square feet per unit.

7. A sign program shall be submitted as part of the project's conditional use permit application.

8. A loading space(s) for parcel delivery services shall be provided within the project. The space shall be 12' w x 25'd.

9. Trash enclosures shall be in accordance with Chapter 17.79 of the Corona Municipal Code. The minimum required enclosure space shall be per the city's multiple- family residential standards.

3 CHARACTER ZONES

The AHO and rezone opportunity sites that have been identified by the City's Housing Element have been grouped into four major Character Zones that share similar land use patterns: West Corona, Downtown Corona, North Corona, and East Corona. This section describes each Character Zone in further detail, examining existing zoning and residential context, building typologies, architectural styles, public realm, and existing vehicular, bicycle, pedestrian, and transit circulation. Three rezone properties fall outside of these Character Zones and are discussed in Section 3.5.

3.1 CZ1-WEST CORONA

INTRODUCTION

The West Corona Character Zone is defined by strip malls, auto-oriented commercial development, multi-family apartments, and its proximity to the 91 Freeway. Large, industrial lots also dominate this Character Zone. AHO properties front West 6th Street, a major arterial running in an east-west direction that serves as a major thoroughfare into the City's historic district and downtown core. There are no rezone properties located in this Character Zone. The AHO properties are listed in the table below.

Table 5. West Corona Character Zone AHO and Rezone Properties

SITE ID	ADDRESS	AHO OR REZONE SITE	ZONING	LAND USE	YEAR BUILT
24	S Smith Ave.	AHO	C3	HDR	-
25	6th St.	AHO	C3	GC	-
26	W 6th St.	AHO	C	GC	-
27	W 8th St.	AHO	R3	HDR	-
28	W 6th St.	AHO	C3	GC	-
29	W 8th St.	AHO	MP	HDR	-
30	6th St.	AHO	C3	GC	-
31	Pleasant View Ave.	AHO	R1-7.2	LDR	-
32	Peasant View Ave.	AHO	C3	GC	-
33	S Sherman Ave.	AHO	R3	HDR	-
35	Yorba St.	AHO	C3	GC	-
40	W. 8th St	AHO	R3	HDR	-
41	1833 W. 6th Street	AHO	C3	GC	-
58	615 S Sherman Ave.	AHO	C3	GC	1979
77	1180 W 6th St.	AHO	C	GC	1991
81	1210 W 6th St.	AHO	C	GC	1991
82	1330 W 6th St.	AHO	C3	GC	1951
83	1335 W 6th St.	AHO	C3	GC	-
84	1338 W 6th St.	AHO	C3	GC	1952
85	1341 W 6th St.	AHO	C3	GC	-
86	1334 W 6th St.	AHO	C3	GC	-
87	1362 W 6th St.	AHO	R3	HDR	1950
88	1434 W. 6th St.	AHO	C3	GC	-
89	1535 W 6th St.	AHO	C3	GC	1964
90	1539 Yorba St	AHO	C3	GC	1928
91	1541 W. 6th Street	AHO	C3	GC	1959
92	1545 Yorba St.	AHO	C3	GC	1964
93	1549 Yorba St.	AHO	C3	GC	1990
94	1553 Yorba St.	AHO	C3	GC	-
95	1625 W. 6th Street	AHO	C3	GC	1964
96	W. 6th Street	AHO	C3	GC	1966
97	1833 W. 6th Street	AHO	C3	GC	-
98	1865 W 6th St.	AHO	C3	GC	1975
99	1910 Frontage Rd.	AHO	C2	GC	-

EXHIBIT 3.
CZ1 PARCELS AND ZONING

N
0 400 800 ft

AHO Sites
Rezone Sites

Commercial
High Density Residential
Low Density Residential

SOURCE: CITY OF CORONA

RESIDENTIAL SETTING

Within the immediate vicinity of the AHO properties, residential neighborhoods are present to the north and south of West 6th Street. Higher density, multi-family apartments are clustered along Via Santiago and Avenida Del Vista Street, including Meadowood Apartments and Country Hills. Density for these two properties range between 25 to 28 units per acre. Single-story apartments, including Las Casitas Apartments, provide approximately six units per acre, and are situated along Pleasant View Avenue and South Smith Ave, directly south of SR 91. Magnolia Townhomes, a more recent multi-family development is located northeast of Las Casitas Apartments.

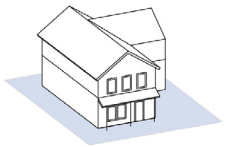
Single family residential properties are located further from the AHO properties to the north and south of West 6th Street. Most single-family homes are clustered along Pleasant View Avenue east of Smith Avenue.

Several mobile home communities reside in this Character Zone. Village Grove Mobile Home is located on Roseglen Way south of West 6th Street. Established in 1971, the mobile home park features 120 units ranging from 1,140 to 1,760 square feet. Countrywood Estates, constructed in 1980, is a 90-unit mobile home park located north of Pleasant View and south of SR 91 and features homes ranging from 1,440 to 1,810 square feet. Mobile homes are typically lower in density, averaging two to three units per acre.

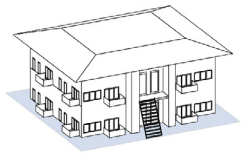
BUILDING TYPOLOGIES AND ARCHITECTURAL STYLES

TYPOLOGIES

The character zones include a variety of buildings typologies that can be summarized into the following categories.

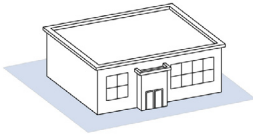


SINGLE FAMILY RESIDENTIAL: Single-family residential includes 1- to 2-story residential homes that are representative of the post-WWII suburban expansion. They highlight the importance of the automobile in the urban environment by attaching garages to homes, often a side unit served a driveway.

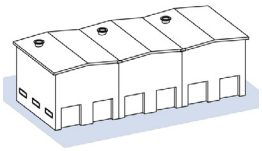


LOW-RISE APARTMENT: Low-rise apartments are detached buildings that are 1- to 3- stories in height. Low-rise apartments typically feature shared common courtyards, private balconies, exterior staircases, and carport parking.

TOWNHOUSES: Local townhouses are 2- to 3- stories in height. Most townhouses in Corona were recently constructed, and consequently feature more modern facades and decor. These homes usually have private gardens and parking spaces.

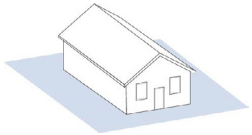


AUTO-ORIENTED COMMERCIAL: Auto-oriented commercial buildings include strip malls, shopping centers, and general commercial retail that cater to vehicular traffic, including drive-thru services. Properties are often dominated by surface parking.



WAREHOUSE & MANUFACTURING BUILDINGS: Warehouse and manufacturing buildings are common among industrial properties. They are usually large, single story rectangular structures with side-loading areas that are used for a company's the production, sorting and/or shipment of goods.

HOTEL: Hotels in Corona are usually 2- to 4- stories in height, and provide a number of amenities for guest, including guestrooms, self-parking pools, fitness centers, and business centers. Constructed in the past 20 years, hotels display modern, curated styles.



MOBILE HOMES: Also known as manufactured homes, these buildings are smaller than single family homes and are simple in design, prioritizing function over form. A few RVs or camper trailers communities have also formed in Corona. In contrast to mobile homes, RVs are not typically kept on a single site for an extended period of time.

ARCHITECTURAL STYLES

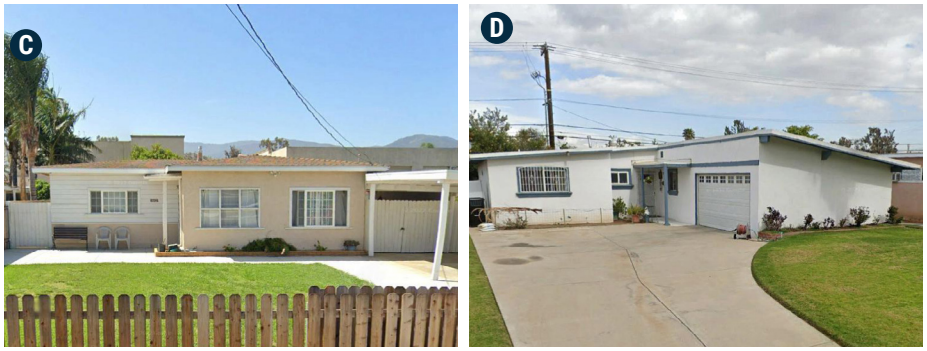
With many buildings built in the mid- to late-1900s, neighborhoods in this Character Zone were designed in architectural styles of this period. Architectural styles as well as their applicable building typologies are discussed in further detail below.

Strip Mall
Strip malls are common along 6th Street. This architecture style, dating back to the mid- to late-1900s, is defined by single-story buildings that arrange multiple stores in a row. Strip malls are dominated by large parking lots that front the store, and often face busy roadways. Strip malls are often paired with large monument signage that advertise tenants.

California Ranch
California Ranch architectural styles are embodied in single-family residential neighborhoods near SR 91. These homes feature L-shaped masses, low-pitched cross-gabled roofs with shallow eaves, stucco exteriors, shallow entry porches, wood-framed double hung windows, and simple decorative accents.

Commercial
Commercial properties in this Character Zone include drive-thrus, auto-shops, restaurants, and hotels. These buildings are generally one to three-stories in height, and typically feature boxy massing, large parking lots, minimal landscaping, and simple earth tone stucco.

EXAMPLES OF STRIP MALL ARCHITECTURE
SOURCE: GOOGLE EARTH 2022



EXAMPLES OF CALIFORNIA RANCH ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

EXAMPLES OF COMMERCIAL ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

EXHIBIT 4.
CZ1 ARCHITECTURAL STYLE

SOURCE: CITY OF CORONA

PUBLIC REALM

STREETSCAPE

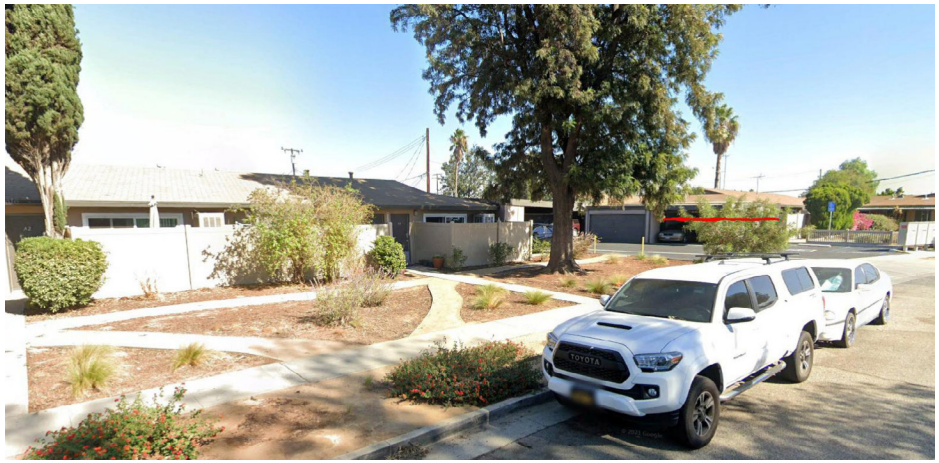
Commercial
Many AHO properties are located along West 6th Street, a major thoroughfare into the City's downtown center. With off ramps from SR 91 leading directly into 6th Street paired with auto-oriented land uses, the streetscape along this corridor is dedicated to heavy vehicular movement. Sidewalks are narrow with few trees and landscaping. Gaps in the sidewalk and unmarked crossings are also common along 6th Street. Car dealerships, industrial storage, and strip mall commercial properties with large surface parking lots front 6th Street, dissuading pedestrian travel.

Residential
Residential neighborhoods to the north and south of West 6th Street are composed of narrower local streets. With the exception of Pleasant View Avenue, which features drought resilient landscaping, sidewalks in residential neighborhoods are typically three to four feet in width and with narrow landscaping strips and sparse street trees reminiscent of modern suburban development. On-street parking is common among single-family residential neighborhoods. Several residential neighborhoods surrounding Via Felipe and Paso Grande lack sidewalks.

PARKS AND OPEN SPACE

There are no public open spaces or parks in this Character Zone. Most parks are congregated near the downtown core and east Corona. Several apartment communities offer residents shared common spaces for recreation.

6TH STREET - COMMERCIAL STREETSCAPE
SOURCE: GOOGLE EARTH 2022



PLEASANT VIEW AVE - RESIDENTIAL STREETSCAPE
SOURCE: GOOGLE EARTH 2022

EXHIBIT 5.
CZ1 OPEN SPACE

SOURCE: USDA FOREST SERVICE

CIRCULATION

VEHICULAR

Major roadways that define this Character Zone include SR 91, 6th Street, Smith Avenue, and Lincoln Street. SR 91 is a major highway that serves several regions throughout the Inland Empire, and provides entry into the City of Corona. Running east-west, 6th Street begins as a six-lane major arterial before narrowing at the intersection of Smith Avenue into a four-lane divided/undivided mixed use boulevard.

Smith Avenue and North Lincoln Avenue are both secondary four-lane roadways bisecting 6th Street. Running in a north-south direction, these roadways provide access to many local streets leading to industrial properties to the north and residential neighborhoods to the south of 6th Street.

TRANSIT

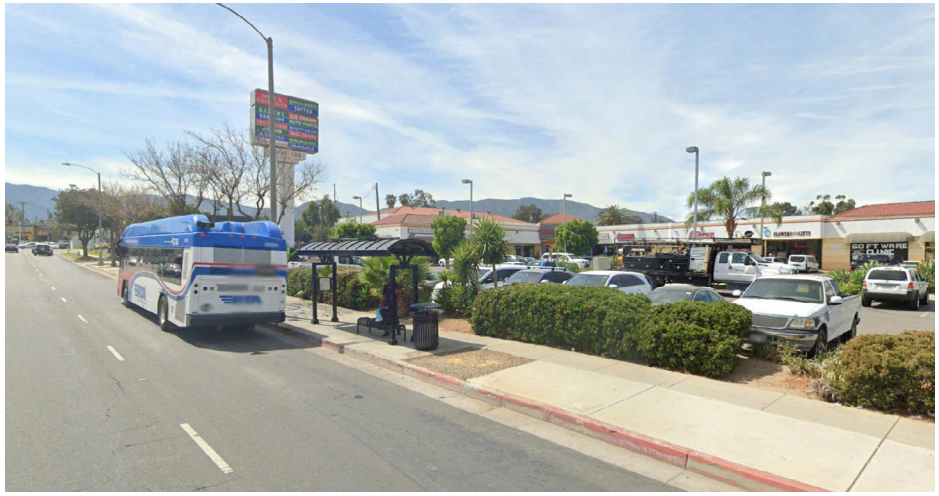
Several transit routes operated by the City of Corona and Riverside Transit Agency (RTA) serve this Character Zone, including the Corona Cruiser Red Line, which provides connections to Corona North Main Metrolink Station, and RTA Route 1, which provides connections to Riverside and UCR.

BICYCLE

An existing Class III bike route and Class II bike lane run along West 6th Street. Class II bike lanes are located on roadways adjacent to vehicular travel lanes are delineated by striped lanes and pavement markings. Class III bike routes are shared bicycle facilities that are not separated from vehicular traffic and are indicated by pavement markings and bike route signage. A Class II bike lane is also located on Avenida Del Vista running south toward Via Pacifica. Class III bike routes are proposed along Via Santiago. Class II bike lanes have also been proposed along Smith Avenue to improve bicycle connections to north and south Corona.

PEDESTRIAN

Due to the amount of auto-oriented uses and large surface parking lots fronting 6th Street, there is a low level of walkability around this Character Zone. Pedestrian amenities, including sidewalks and lighting, are congregated around residential neighborhoods and lack connections to commercial activity centers. The typical roadway system in residential neighborhoods are somewhat grid-iron, with curvilinear collector roadways that feed into larger arterial roads. Long blocks, winding streets, and lack of neighborhood-oriented uses provide little support for pedestrian travel.



RTA TRANSIT STOP ON SMITH AVE
SOURCE: GOOGLE EARTH 2022

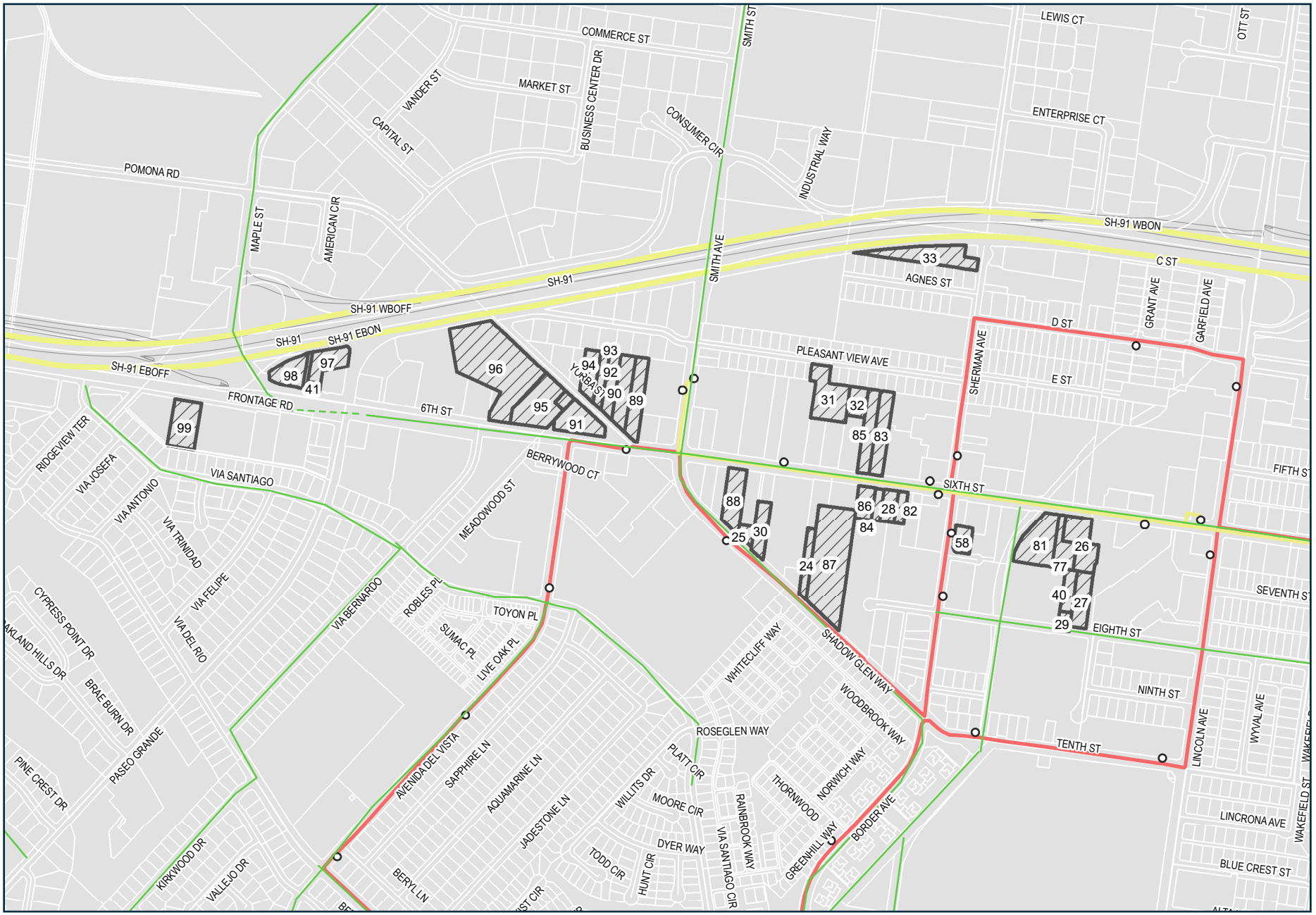


EXHIBIT 6.
CZ1 CIRCULATION

N
0 400 800 ft

Corona Cruiser Red Line
RTA Bus Routes
Bus Stop
Bikeway

SOURCE: CITY OF CORONA

3. 2 CZ2 - DOWNTOWN CORONA

INTRODUCTION

Downtown Corona is bounded by Grand Boulevard, a circular roadway with a half-mile radius. Constructed in the late 1800s, this historic route has played a fundamental role in shaping the surrounding roadway system and built form. The Downtown Corona Character Zone consists of a wide array of building typologies, including single family residential homes, auto-oriented commercial, institutional, and religious buildings. AHO and rezone properties identified in this zone are located within the City's Downtown Revitalization Specific Plan.

Table 6. Downtown Corona Character Zone AHO and Rezone Properties

SITE ID	ADDRESS	AHO OR REZONE SITE	ZONING	LAND USE	YEAR BUILT
0	S Main St.	AHO	CS	OP	-
3	E 3rd St.	AHO	TC	MU1	-
4	915 S Main St.	AHO	CS	OP	-
6	904 S Ramona Ave.	AHO	CS	OP	-
46	211 S joy St.	AHO	TC	MU 1	-
47	229 Grand Blvd.	AHO	CS	GC	1915
52	507 S Vicentia Ave.	AHO	CS	MU1	-
53	510 W 6th St	AHO	TC	MU1	-
54	511 S Vicentia Ave.	AHO	CS	MU1	1923
55	514 W 6th St.	AHO	TC	MU1	-
57	612 S Vicentia	AHO	GC	MU1	1920
59	802 W 6th St.	AHO	GC	MU1	1958
60	808 W 6th St.	AHO	GC	MU1	-
61	812 W 6th St.	AHO	GC	MU1	-
62	816 W 6th St.	AHO	GC	MU1	1971
63	820 W 6th St.	AHO	GC	MU1	-
64	826 W 6th St.	AHO	GC	MU1	-
65	828 W 6th St.	AHO	GC	MU1	1922
66	832 w 6th St.	AHO	GC	MU1	-
67	836 W 6th St.	AHO	GC	MU1	1967
68	844 W 6th St.	AHO	GC	MU1	1928
69	852 W 6th St.	AHO	GC	MU1	1955
70	901 S Ramona Ave.	AHO	CS	OP	-
71	901 W 6th St.	AHO	CS	MU1	-
72	904 S Ramona Ave.	AHO	CS	OP	-
73	905 W 6th St.	AHO	CS	MU1	-
74	912 S Ramona Ave.	AHO	CS	OP	-
4	E 8th St.	Rezone	SF	LDR	-
5	E 8th St.	Rezone	SF	LDR	-
6	S Merrill St.	Rezone	SF	LDR	-
9	6th St.	Rezone	MF1	MDR	-
23	312 S Merrill St.	Rezone	SF	LDR	-
24	551 S Joy St.	Rezone	RO	MU1	-
31	801 S Victoria Ave.	Rezone	SF	LDR	1900
39	820 S Victoria Ave.	Rezone	SF	LDR	1936
40	822 S Victoria Ave.	Rezone	SF	LDR	1948

EXHIBIT 7.
CZ2 PARCELS AND ZONING

N
0 400 800 ft

AHO Sites
Rezone Sites

Commercial
High Density Residential
Low Density Residential
Quasi Public

SOURCE: CITY OF CORONA

RESIDENTIAL SETTING

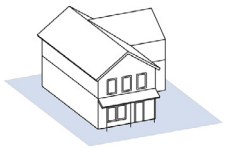
Residential neighborhoods within and adjacent to the downtown core predominantly consist of historic single family residential homes, with multi-family style homes clustered near Main Street. Density around this neighborhood averages three to six units per acre. In 1982, City of Corona librarian Gloria Scott Freel and several volunteers, surveyed about 400 properties in the downtown core to document historic buildings in Corona. The group eventually became the Corona Historic Preservation Group (CHPG), and later the Corona Historic Preservation Society, aiming to undertake projects relating to historic preservation and outreach. In order to preserve its historic and cultural buildings, City Council rezoned the historic downtown residential neighborhoods from multi-family residential to single-family residential to preserve the area's character. The City has also prepared Design Guidelines for Historic Buildings that detail architectural styles and design guidelines to preserve homes in the historic core. Single family homes within the historic district can be traced back to the early 1910s, are typically one- to two-stories in height.

Higher density apartments, approximately 15 to 18 units per acre, are clustered near SR 91 west of Grand Boulevard and north of 6th Street, including Corona de Oro Apartments, Vicentia Apartments, and Citrus Circle Apartment Homes. These complexes average two stories in height and feature covered carport parking. Summer Palms, a two-story apartment building, is located near the intersection of 6th Street and Grand Blvd, just east of Corona City Hall.

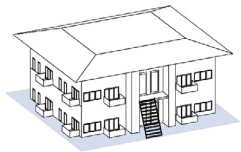
BUILDING TYPOLOGIES AND ARCHITECTURAL STYLES

TYPOLOGIES

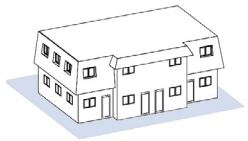
The character zones include a variety of buildings typologies that can be summarized into the following categories.



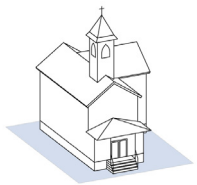
SINGLE FAMILY RESIDENTIAL: Single-family residential includes 1- to 2-story residential homes that are representative of the post-WWII suburban expansion. They highlight the importance of the automobile in the urban environment by attaching garages to homes, often a side unit served a driveway.



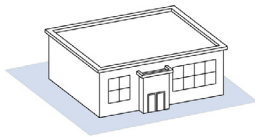
LOW-RISE APARTMENT: Low-rise apartments are detached buildings that are 1- to 3- stories in height. Low-rise apartments typically feature shared common courtyards, private balconies, exterior staircases, and carport parking.



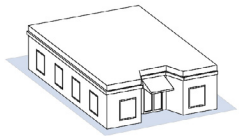
TOWNHOUSES: Local townhouses are 2- to 3- stories in height. Most townhouses in Corona were recently constructed, and consequently feature more modern facades and decor. These homes usually have private gardens and parking spaces.



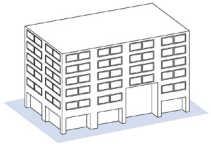
RELIGIOUS: This building type is exemplified in the various churches in the historic area. Characteristics include cross-gabled roofs, elevated front entrances, and square rectangular towers.



AUTO-ORIENTED COMMERCIAL: Auto-oriented commercial buildings include strip malls, shopping centers, and general commercial retail that cater to vehicular traffic, including drive-thru services. Properties are often dominated by surface parking.



NEIGHBORHOOD COMMERCIAL: This type includes 1-story buildings housing one or more retail shops, restaurants or other commercial uses. These buildings typically include large storefront windows and pedestrian-oriented architectural details at ground level, contributing to the diversity and character of the public space.



INSTITUTIONAL: Mostly located in Downtown, these buildings include services that are governmental or public in nature and tend to be of significant heights and simple volumes. Their architecture is characterized by a simplicity that emphasizes function over form.

ARCHITECTURAL STYLES

Also known as the City's historic core, downtown Corona is composed of buildings dating back to the early 1900s. Residential neighborhoods adjacent to the rezone and AHO properties in this Character Zone were designed in architectural styles of this period, including Victorian/Gothic Revival, Craftsman/Bungalow, California Ranch, and Spanish Mission.Architectural styles as well as their applicable building typologies are discussed in further detail below.

Victorian/Gothic Revival
Victorian/Gothic Revival architecture are seen in single-family homes in the historic core. These homes are typically one to two stories, and are defined by steep pitched roofs, colorful exteriors, ornate gables, and small gardens in the front yard.

Craftsman/Bungalow
The Craftsman architectural style is represented by most single-family residential homes in this Character Zone. This bungalow style is defined by covered porches, overhanging trims, double hung and single hung windows with exterior frame matching the trim, columns, and window combinations in groups of two or three.

Commercial Architecture
Commercial architecture is characterized by boxy angular masses, flat rooflines, smooth stucco, concrete exteriors, brick or stone as an accent material, projecting frames around windows, and pronounced canopies over entrances.

California Ranch
California Ranch architectural styles are embodied by single-family residential neighborhoods near SR 91. These homes feature L-shaped masses, low-pitched cross-gabled roofs with shallow eaves, stucco exteriors, shallow entry porches, wood-framed double hung windows, and simple decorative accents.

Spanish Mission
The Spanish Mission architectural styles are clustered near the civic center on 6th Street, and are seen in institutional and commercial buildings, including the Historic Preservation Center near City Hall, and several restaurants adjacent to this area. This style is defined by arched openings and windows, terracotta clay tile roofs, white stucco walls, and wooden doors.

EXAMPLES OF VICTORIAN/GOTHIC REVIVAL ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

EXAMPLES OF CRAFTSMAN/BUNGALOW ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

EXAMPLES OF COMMERCIAL ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

EXAMPLE OF CALIFORNIA RANCH ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

EXAMPLE OF SPANISH MISSION ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

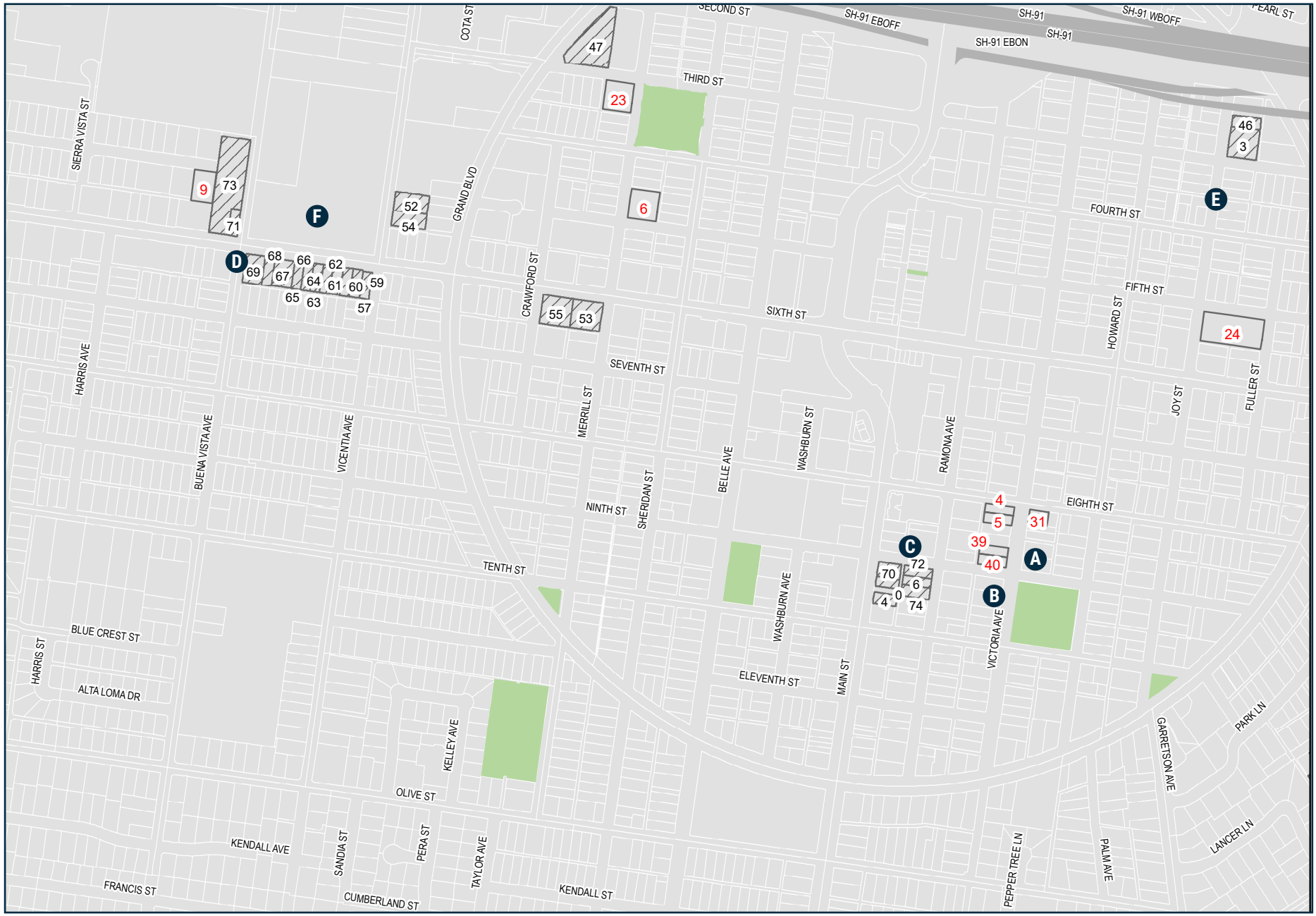


EXHIBIT 8.
CZ2 ARCHITECTURAL STYLE

SOURCE: CITY OF CORONA

PUBLIC REALM

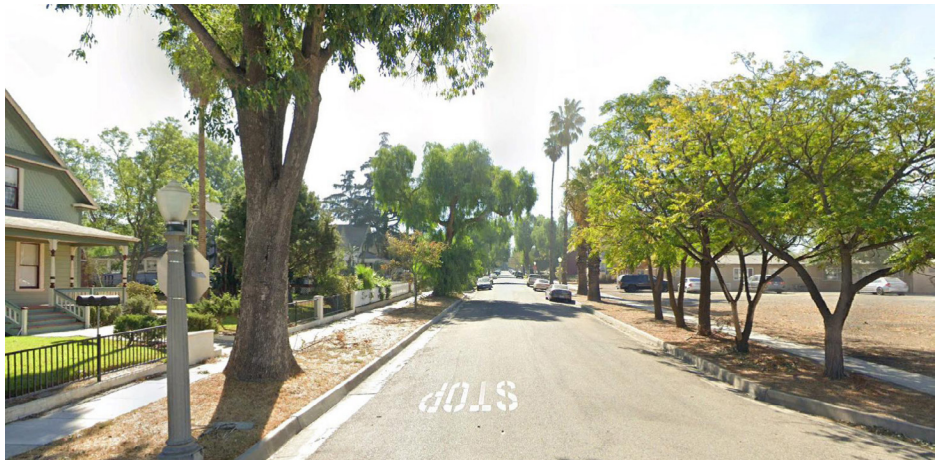
STREETSCAPE

6th Street
Many AHO-designated commercial properties are located along 6th Street, between South Buena Vista Avenue and South Vicentia Avenue. Large eucalyptus trees line this corridor, but become sparser and more sporadic outside of Grand Boulevard. There are no planters or landscaping strips adjacent to sidewalks that are typically four to five feet in width. Street lighting paired with banners and signage are also common around 6th Street. Pedestrian-oriented spaces, which consist of wider sidewalks, large shade trees, and green space, are isolated near the Corona Historic Preservation Building and City Hall.

Residential
Residential neighborhoods within Grand Boulevard are composed of narrower local streets. Sidewalks in residential neighborhoods are typically three to four feet in width and include with narrow landscaping strips and sparse street trees reminiscent of modern suburban development. On-street parking is common among single-family residential neighborhoods. There are few designated crosswalks at residential intersections.

PARKS AND OPEN SPACE

There are several parks within the historic circle, including Sheridan Park, Victoria Park, and Joy Park. The AHO and rezone properties within his Character Zone are all within walking distance from these parks. Victoria Park also features a community center that offer shared amenities for residents. City Hall Park, located south of City Hall just outside Grand Boulevard, features a green field that offers opportunities for more passive recreation.



RAMONA AVE - RESIDENTIAL STREETSCAPE
SOURCE: GOOGLE EARTH 2022

VICTORIA PARK
SOURCE: GOOGLE EARTH 2022

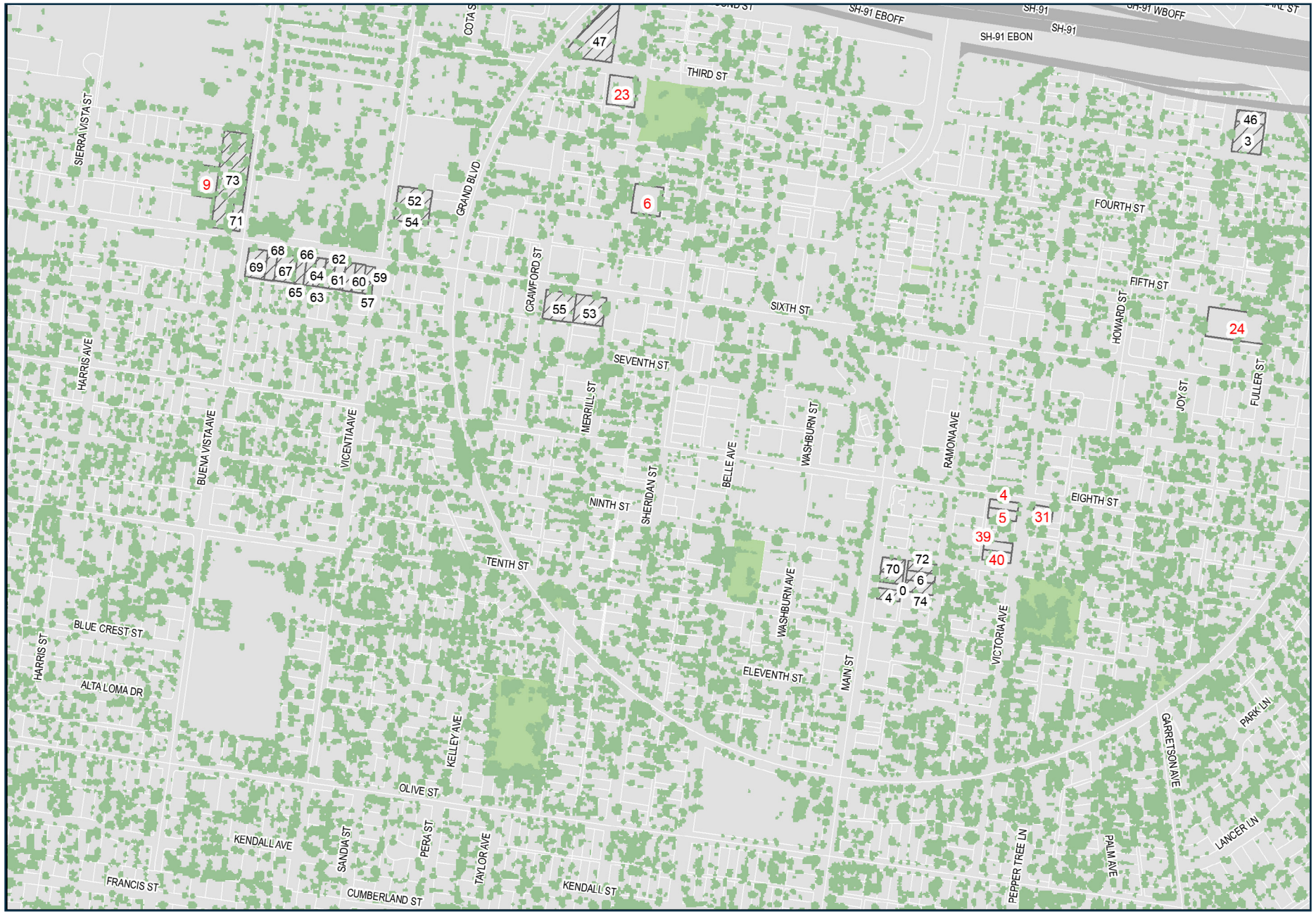


EXHIBIT 9.
CZ2 OPEN SPACE

N
0 400 800 ft

Tree Canopy
Park

SOURCE: USDA FOREST SERVICE

CIRCULATION

VEHICULAR

Major roadways that define this Character Zone include 6th Street, Grand Boulevard and Main Street. Grand Boulevard, as well as Main Street south of 6th Street are classified as major four-lane arterials. Main Street north of 6th Street is classified as a major six-lane arterial, and serves as a major thoroughfare into the City's historic core from the north and south. 6th Street is classified as a mixed use 4-lane divided/undivided roadway; medians are present between Ramona Avenue and Belle Avenue. Several collectors and local streets bisect the Circle in a grid pattern, adding to downtown's roadway network. Narrow alleyways providing garage access behind residential homes are also common in the downtown area.

TRANSIT

Several transit routes operated by the City of Corona and Riverside Transit Agency (RTA) service this Character Zone, including the Corona Cruiser Red and Blue Line, which provide connections to Corona North Main Metrolink Station, and RTA Route 1, 2, 3, 4, 5, and 6. RTA Bus routes primarily run through 6th Street and provide connections to Riverside and other destinations around the Inland Empire.

BICYCLE

Existing Class II bike lanes are located along 6th Street and Buena Vista Avenue . A Class II bike lane is also located on Avenida Del Vista running south toward Via Pacifica. Proposed Class III bike routes are proposed along Via Santiago. Class II bike lanes have also been proposed along Smith Avenue to improve bicycle connections to north and south Corona. Class III bike routes have been proposed along Grand Boulevard and Main Street to improve bicycle connectivity. In 2021, the City prepared a Trails Master Plan that also proposes the addition of new recreational paths along Main Street and Grand Boulevard.

PEDESTRIAN

Pedestrian-oriented streetscapes are located among residential neighborhoods within the Character Zone. Although the typical roadway design within the Character Zone is relatively gridded in pattern, pedestrian facilities are limited to narrow sidewalks, planting strips, and street lights. Auto-oriented businesses and surface parking lots fronting 6th Street do not support a walkable environment.

CLASS III BIKE ROUTE ON VICENTIA AVE
SOURCE: GOOGLE EARTH 2022

TRANSIT STOP ON 6TH ST
SOURCE: GOOGLE EARTH 2022

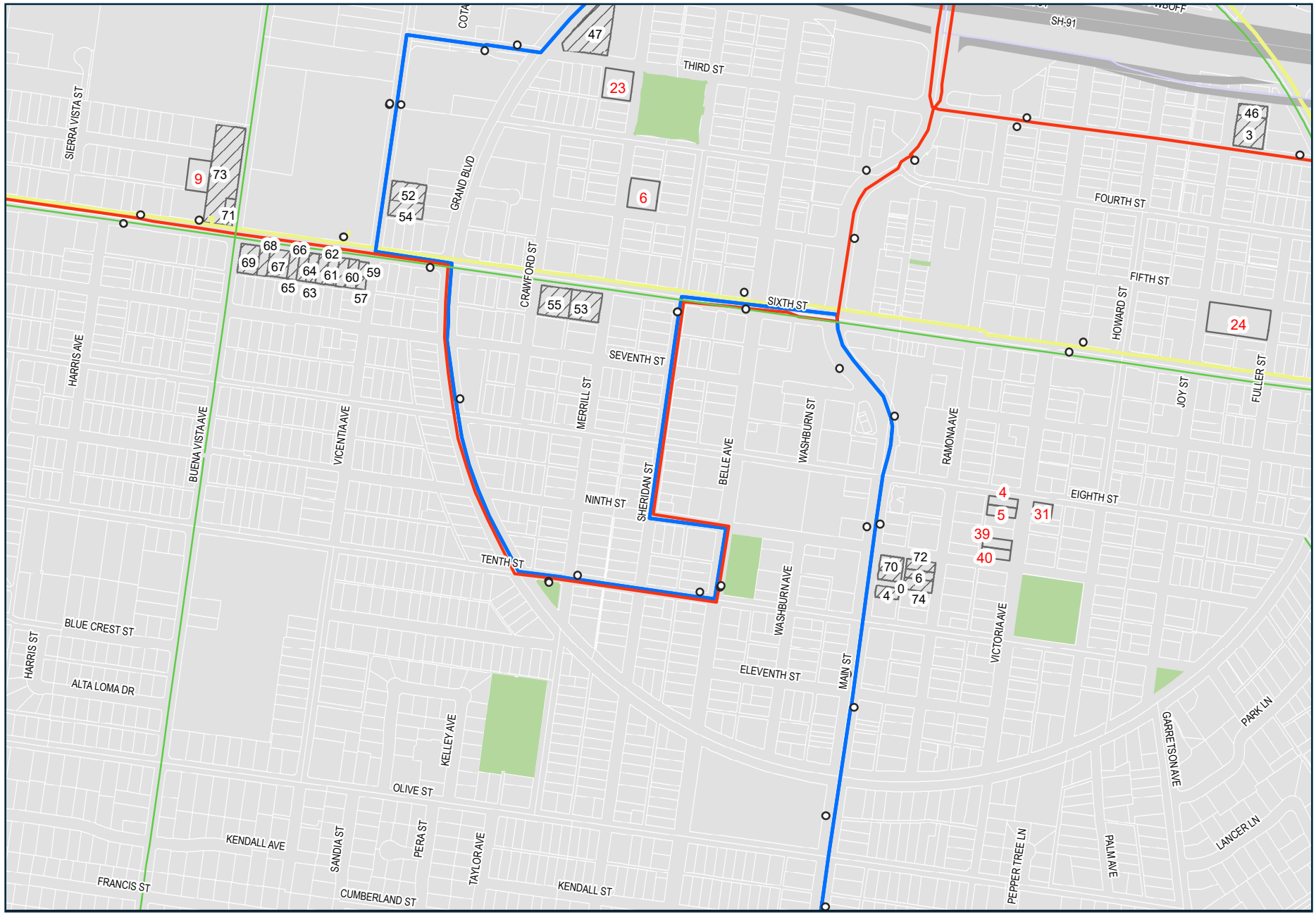


EXHIBIT 10.
CZ2 CIRCULATION

N
0 400 800 ft

Corona Cruiser Red Line
Corona Cruiser Blue Line
RTA Bus Routes
Bus Stop
Bikeway

SOURCE: CITY OF CORONA

3.3 CZ3 - NORTH CORONA

INTRODUCTION

The North Corona Character Zone encompasses the Corona – North Main Metrolink Station, and is anchored by its corresponding railway and SR 91. This zone is characterized by manufacturing and warehouse buildings, transit-oriented development, few single-family residential neighborhoods, and auto-oriented commercial properties. The majority of the AHO properties fall within the North Main Specific Plan. The AHO and rezone properties are listed in the table below.

Table 7. North Corona Character Zone AHO and Rezone Properties

SITE ID	ADDRESS	AHO OR REZONE SITE	ZONING	LAND USE	YEAR BUILT
5	E Blaine St.	AHO	MU	MU1	-
7	E Blaine St.	AHO	MU	MU1	-
8	400 E Rincon St.	AHO	BP	LI	-
9	Railroad St.	AHO	M1	LI	-
10	E Blaine St.	AHO	MU	MU1	-
11	E Blaine St.	AHO	MU	MU1	-
13	E Blaine St.	AHO	MU	MU1	-
14	E Blaine St.	AHO	MU	MU1	-
15	E Blaine St.	AHO	MU	MU1	-
16	E Blaine St.	AHO	MU	MU1	-
36	E Blaine St.	AHO	MU	MU1	-
37	E Blaine St.	AHO	MU	MU1	-
43	100 E Harrison St.	AHO	MU	MU1	1979
44	122 E Harrison St.	AHO	MU	MU1	1973
45	E Blaine St.	AHO	MU	MU1	-
48	240 E Harrison St.	AHO	MU	MU1	1973
49	280 E Harrison St.	AHO	MU	MU1	1973
50	320 E Harrison St.	AHO	MU	MU1	-
51	400 E Rincon St.	AHO	BP	LI	-
56	526 Railroad Street	AHO	M1	LI	-
75	1065 Railroad St	AHO	C3	GC	-
11	44 E Grand Blvd.	Rezone	GB	GC	1907
12	45 W Grand Blvd.	Rezone	GB	GC	1954
13	49 W Grand Blvd.	Rezone	GB	GC	1947
14	101 S Sheridan St.	Rezone	GB	GC	1925
15	103 N Sheridan St.	Rezone	GB	GC	-
16	108 N Victoria Ave.	Rezone	GB	GC	1951
17	110 N Victoria Ave.	Rezone	GB	GC	1981
18	110 N Belle Ave.	Rezone	GB	GC	1912
19	111 N Victoria Ave.	Rezone	GB	GC	1928
20	114 N Belle Ave.	Rezone	GB	GC	1961
21	115 N Victoria Ave.	Rezone	GB	GC	1895
22	116 N Victoria Ave.	Rezone	GB	GC	1910

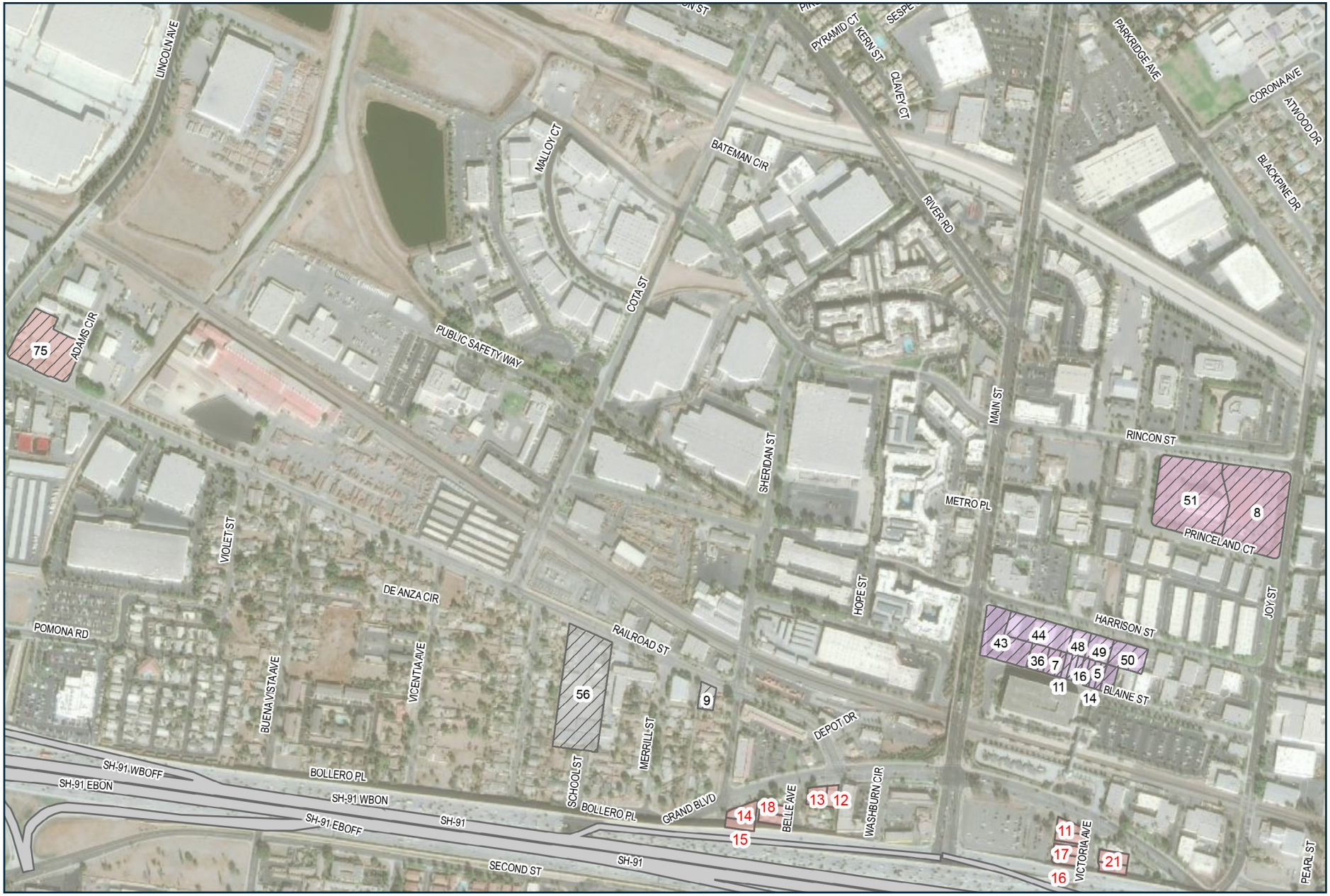


EXHIBIT 11.
CZ3 PARCELS AND ZONING

N
0 400 800 ft

AHO Sites
Rezone Sites

Commercial
Commercial/Office
Light Industrial
Mixed Use

SOURCE: CITY OF CORONA

RESIDENTIAL SETTING

Residential development within this Character Zone is clustered along Main Street and near Railroad Street, north of the tracks. Land uses in this Character Zone are dominated by industrial and commercial businesses. Residential buildings off Main Street include Metro at Main and Artisan at Main Street Metro Apartment Homes, which are both intended as transit-oriented development due to its proximity to the Metrolink Station. Constructed in 2017, Metro at Main is a 289-unit mixed-use apartment complex featuring restaurants and retail stores on the ground floor serving both residents and visitors. Artisan at Main Street Metro, directly north of Metro at Main off Rincon Street, consists of 404 residential units and shared community amenities. Both apartments average approximately 24 to 36 units per acre.

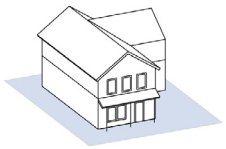
Smaller apartment complexes are located north of River Road and Artisan at Main Street. Constructed in the past decade, these gated neighborhoods in northern Corona reflect more suburban architectural styles.

Single-family homes with a density of three to six units per acre are congregated around the southwest corner of the Character Zone south of Railroad Street and north of SR 91. This also includes a few rezone properties located between SR 91 and Grand Boulevard. These residential properties are situated amid several industrial or auto-oriented commercial lots.

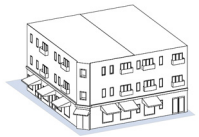
BUILDING TYPOLOGIES AND ARCHITECTURAL STYLES

TYPOLOGIES

The character zones include a variety of buildings typologies that can be summarized into the following categories.

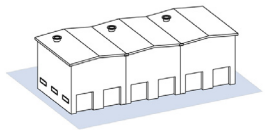


SINGLE FAMILY RESIDENTIAL: Single-family residential includes 1- to 2-story residential homes that are representative of the post-WWII suburban expansion. They highlight the importance of the automobile in the urban environment by attaching garages to homes, often a side unit served a driveway.

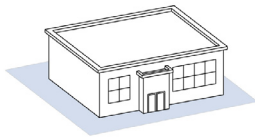


MIXED-USE APARTMENTS: This type includes 3- to 4-story buildings that include ground floor retail with residential units on upper floors. The architectural treatment of the facade and ceiling heights provide clear differentiation between retail/commercial and residential uses.

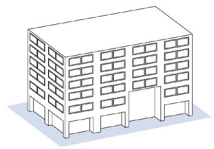
MID-RISE APARTMENTS: Local mid-rise apartments are 3- to 4-story residential buildings housing multiple families. Recently developed, they have a modern urban style.



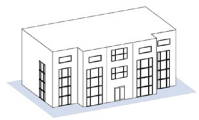
WAREHOUSE & MANUFACTURING BUILDINGS: Warehouse and manufacturing buildings are common among industrial properties. They are usually large, single story rectangular structures with side-loading areas that are used for a company's the production, sorting and/or shipment of goods.



AUTO-ORIENTED COMMERCIAL: Auto-oriented commercial buildings include strip malls, shopping centers, and general commercial retail that cater to vehicular traffic, including drive-thru services. Properties are often dominated by surface parking.



INSTITUTIONAL: Mostly located in Downtown, these buildings include services that are governmental or public in nature and tend to be of significant heights and simple volumes. Their architecture is characterized by a simplicity that emphasizes function over form.



OFFICE: Office Buildings are characterized by their small footprint and can include one or more stories. These buildings have a specific internal layout that impacts their external appearance. Office buildings often feature standardized ceiling heights, flat roofs and repetitive windows.

ARCHITECTURAL STYLES

With the Metrolink Station and railway dominating this Character Zone, many buildings in this area are reminiscent of industrial use and its design implications of prioritizing function over form. Residential buildings, however, were constructed in the past decade, consequently displaying a more modern design. Older residential neighborhoods to the southeast embody more minimal architecture that was more common in the mid-1900s. Architectural styles as well as their applicable building typologies are discussed in further detail below.

Post-Modern Multifamily
Post-modern multifamily architecture, as seen in Metro at Main and Artisan at Main Street Apartments, feature boxy angular masses, geometric accent pieces, concrete exteriors, flat rooflines, and bright bold, colors

California Craftsman
California Craftsman architectural styles are prevalent among older residential neighborhoods south of Railroad Street and north of SR 91. These homes are typically single story, have long, rambling masses, low pitched cross-gabled roofs with shallow eaves, shallow entry porches, wood-framed double hung windows, and simple decorative accents.

Office/Industrial Park
Industrial and office buildings, as seen on the AHO properties north of the Metrolink Station, are typically two to three stories with a boxy exterior, tall windows, and monochromatic colors.

EXAMPLES OF POST-MODERN MULTIFAMILY ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

EXAMPLES OF CALIFORNIA CRAFTSMAN ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

EXAMPLES OF OFFICE/INDUSTRIAL PARK ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

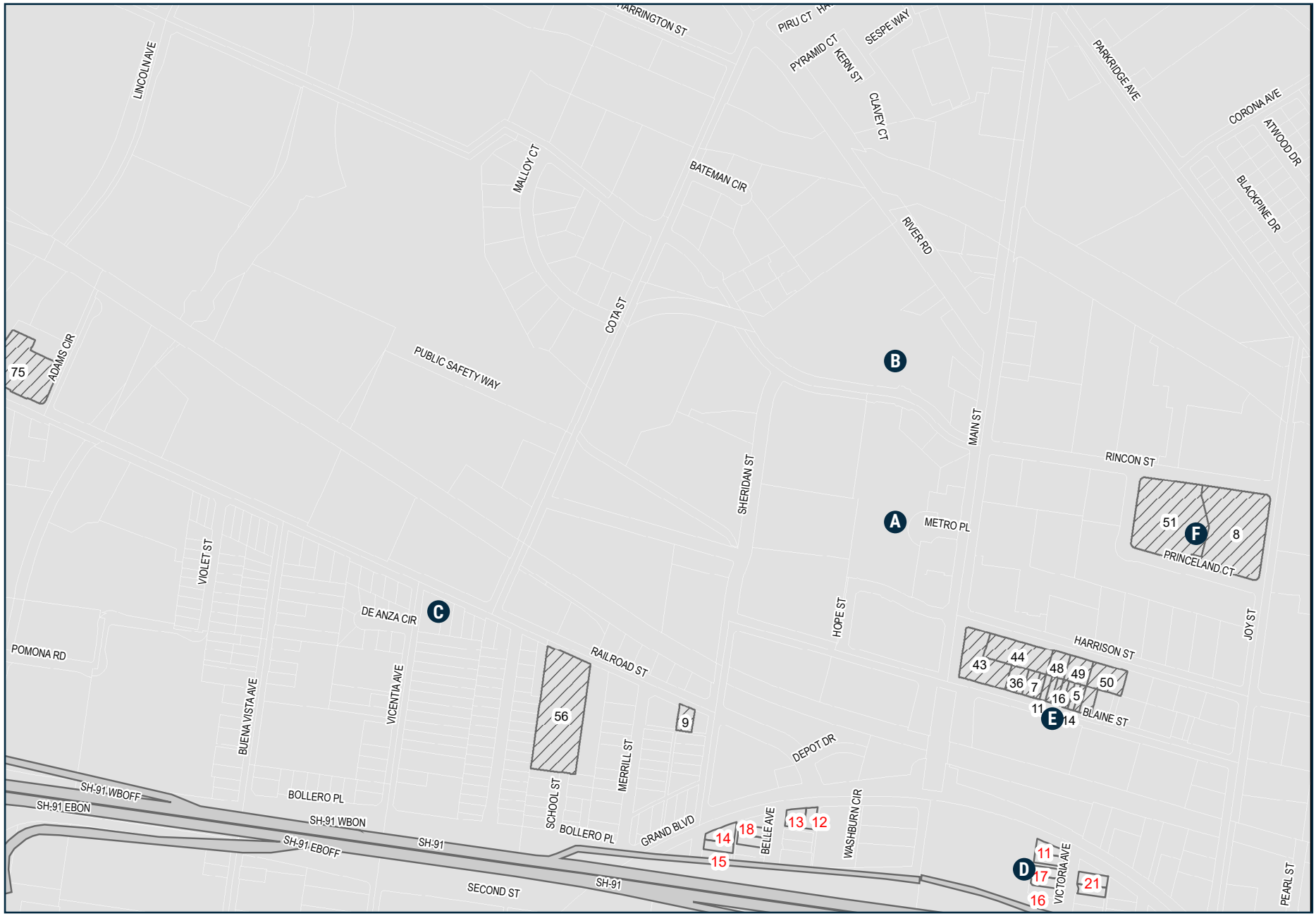


EXHIBIT 12.
CZ3 ARCHITECTURAL STYLE

SOURCE: CITY OF CORONA

PUBLIC REALM

STREETSCAPE

Main Street
Main Street is a major thoroughfare into the City that carry heavy vehicular traffic daily. As a result, high vehicle speeds and wide roadways fail do not support a vibrant and pedestrian-oriented streetscape. Main Street is lined with tall palm trees, vegetation, but narrow sidewalks. Main Street also features specially designed lighting fixtures and signage unique to the district. A few segments of the sidewalk are challenging to navigate through due to the width of the sidewalk and multiple tree plantings. The North Main Street District Specific Plan has recommended improvements to public sidewalks, intersections, bridges and overpasses, and linkages to private businesses to improve existing conditions and enhance the pedestrian experience.

Auto-oriented commercial/Industrial
Industrial and auto-oriented commercial buildings as well as their surface parking lots front Railroad Street, Blaine Street, Harrison Street, and Rincon Street. As a result, these streets are typically prioritize vehicular travel and goods movement. Sidewalks and planting strips are narrow and are often interrupted by large driveways. There is little shade due to a sparse tree canopy. These streets dominate a majority of this Character Zone.

Residential
Single family residential neighborhoods southeast of Main Street are composed of narrower local streets. Sidewalks are typically three to four feet in width, but feature wider landscaping strips that accommodate a diversity of large shade trees, including willows, oaks, and palms. Some landscaping strips are barren with sparse patches of grass.

PARKS AND OPEN SPACE

There are no parks and open spaces in this Character Zone. Trees are clustered along major commercial corridors including Main Street, but are sparse near industrial lots along Railroad Street. Circle City Center, located across Metro at Main, is a recreation building that serves the Corona community. It provides a number of shared amenities, including basketball courts, game rooms, and rental facilities.

BLAINE ST STREETSCAPE
SOURCE: GOOGLE EARTH 2022

MAIN ST SIDEWALK CONDITIONS
SOURCE: GOOGLE EARTH 2022

EXHIBIT 13.
CZ3 OPEN SPACE

N
0 400 800 ft

Tree Canopy

SOURCE: USDA FOREST SERVICE

CIRCULATION

VEHICULAR

Major roadways that define this Character Zone include SR 91 and North Main Street. North Main Street, a major 6-lane arterial, doubles as the City's commercial downtown corridor. It runs in a north-south direction and bisects Grand Boulevard to provide residents access to the Metrolink Station and additional retail opportunities. Although the development within Grand Boulevard consists of a gridded layout, there is a lack of structure in the roadway system north for the Metrolink Station. This can be attributed to auto-oriented land uses, large blocks, and winding roads.

Single family residential neighborhoods are incorporate a more traditional grid layout, but are disrupted by several large industrial or commercial lots. Rezone properties within Grand Boulevard terminate in cul-de-sacs near SR 91.

TRANSIT

The Corona – North Main Metrolink Station operates two train lines: Metrolink 91/ Perris Valley Line and Metrolink Inland Empire-Orange County Line. The station also provides a five-story parking structure and surface parking off Blaine Street. A second park-and-ride lot, as well as the Corona Transit Center is located across the pedestrian bridge on Grand Boulevard. The Transit Center offers additional bus connections that link bus and train services to destinations around the City and County, including the Corona Blue and Red Cruiser, RTA local bus routes (1, 3, 205, and 206), and Corona Dial-A-Rides. Bus stops are located along Main Street and Grand Boulevard.

BICYCLE

Class II bike lanes are provided along Railroad Street, Parkridge Avenue, Harrison Street, and Blaine Street east of Main Street. SR 91, rail crossings, and grade separation are major barriers to cyclists. In 2001, the City prepared a Bicycle Master Plan that recommended the addition of Class III routes along North Main Street and Grand Boulevard to improve bicycle accessibility to commercial corridors. The 2021 Trails Master Plan also proposes the addition of new recreational paths along Main Street and Grand Boulevard.

PEDESTRIAN

Due to the amount of auto-oriented and industrial uses, this Character Zone does not comfortably accommodate pedestrian travel. Underpasses and large, long blocks with narrow sidewalks deter people from walking. Residential neighborhoods consist of a better connected pedestrian network, but lack major destinations and points of interest that are easily accessible by foot.

CORONA TRANSIT CENTER

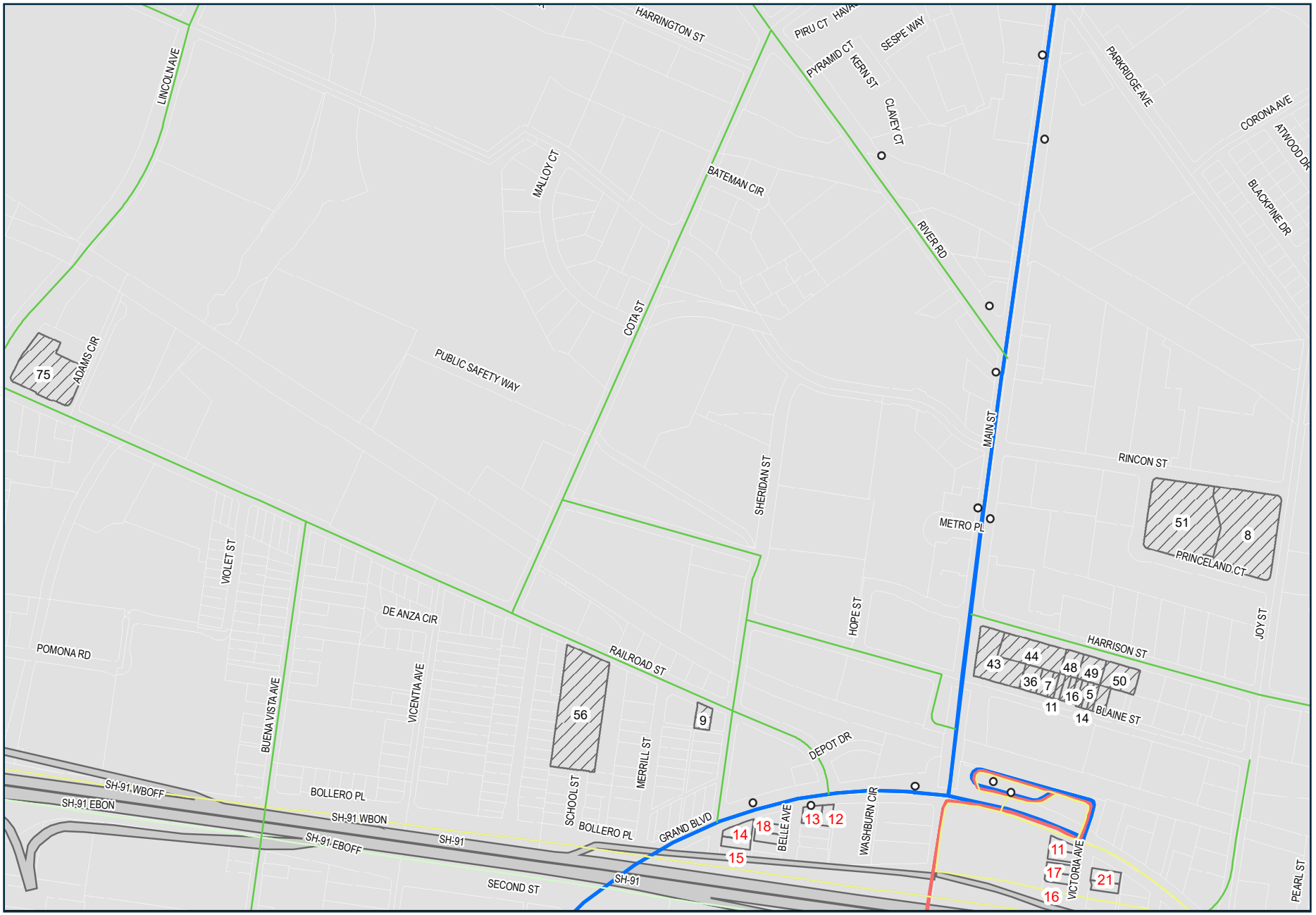


EXHIBIT 14.
CZ3 CIRCULATION

N
0 400 800 ft

Corona Cruiser Red Line
Corona Cruiser Blue Line
RTA Bus Routes
Bus Stop
Bikeway

SOURCE: CITY OF CORONA

3.4 CZ4 - EAST CORONA

INTRODUCTION

The East Corona Character Zone is located near East 6th Street and Highway 15. This zone is defined by vacant industrial lots, mobile home communities, residential, and auto-oriented commercial uses. Several AHO and rezone properties fall within the Downtown Revitalization Specific Plan Area. The AHO and rezone properties within this Character Zone are listed in the table below.

Table 8. East Corona Character Zone AHO and Rezone Properties

SITE ID	ADDRESS	AHO OR REZONE SITE	ZONING	LAND USE	YEAR BUILT
1	E 6th St.	AHO	GC	MU2	-
2	E 6th St.	AHO	GC	MU2	-
3	E 3rd St.	AHO	TC	MU1	-
12	Circle City Dr.	AHO	M1	MU2	-
17	1210 E 6th St.	AHO	BP	MU2	-
18	1210 E 6th St.	AHO	FP1	OS/G	-
19	E 6th St.	AHO	M1	MU2	-
20	Circle City Dr.	AHO	M1	MU2	-
21	Circle City Dr.	AHO	M1	MU2	-
22	n/a	AHO	M1	MU2	-
23	Circle City Dr.	AHO	M1	MU2	-
34	E 5th St.	AHO	BP	MU2	-
38	6th St.	AHO	GC	MU2	-
39	Circle City Dr.	AHO	M1	MU2	-
42	E 6th St.	AHO	M1	MU2	-
46	211 S Joy St.	AHO	TC	MU1	-
76	1154 E 6th St.	AHO	GC	MU2	-
78	1201 E 6th St.	AHO	BP	MU2	-
79	1203 Circle City Dr.	AHO	R3	HDR	-
80	1210 E 6th St.	AHO	BP	MU2	1969
0	6th St.	Rezone	MU2	GC	-
1	6th St.	Rezone	MU2	GC	-
2	5th St.	Rezone	MU2	GC	-
3	Quarry St.	Rezone	SF	LDR	-
7	Quarry St.	Rezone	SF	LDR	-
8	6th St.	Rezone	BP	MU2	-
10	Ford St.	Rezone	R1-7.2	LDR	-
24	551 S Joy St.	Rezone	RO	MU1	-
25	716 Barth St.	Rezone	R1-7.2	LDR	1941
26	724 Barth St.	Rezone	R1-7.2	LDR	1932
27	730 Barth St.	Rezone	R1-7.2	LDR	1934
29	779 Ford St.	Rezone	R1-7.2	LDR	-
30	801 Quarry St.	Rezone	SF	LDR	2004
32	801 Ford St.	Rezone	R1-7.2	LDR	1981
33	802 Barth St.	Rezone	R1-7.2	LDR	1920
34	805 Quarry St.	Rezone	SF	LDR	1973
35	807 Ford St.	Rezone	R1-7.2	LDR	1928
36	808 Barth St.	Rezone	R1-7.2	LDR	1927
37	813 Ford St.	Rezone	R1-7.2	LDR	1927
38	814 Barth St.	Rezone	R1-7.2	LDR	1926
41	901 Quarry St.	Rezone	SF	LDR	1957
42	907 Quarry St.	Rezone	SF	LDR	1944
43	911 Quarry St.	Rezone	SF	LDR	1960
44	915 Quarry St.	Rezone	SF	LDR	1942
45	919 Quarry St.	Rezone	SF	LDR	1958
46	923 Quarry St.	Rezone	SF	LDR	1962
47	1001 Quarry St.	Rezone	SF	LDR	1940
48	1019 Quarry St.	Rezone	SF	LDR	1943
49	1023 Quarry St.	Rezone	SF	LDR	1958
50	1025 Quarry St.	Rezone	SF	LDR	1945
51	6th St.	Rezone	MU2	GC	-
52	1108 E 5th St.	Rezone	MU2	GC	-
53	1111 E 6th St.	Rezone	MU2	GC	-
55	1410 E 6th St.	Rezone	MU2	GP	-

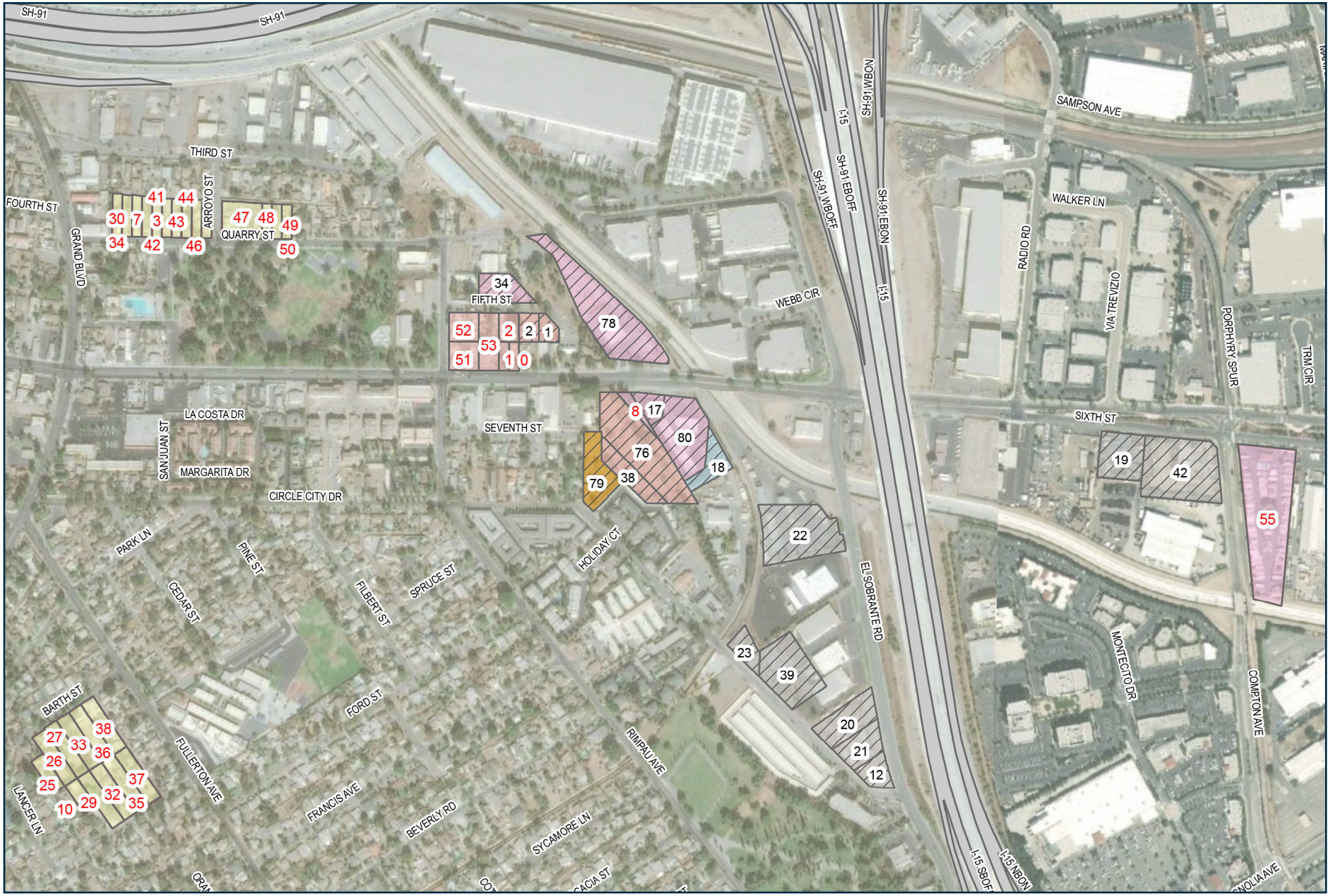


EXHIBIT 15.
CZ4 PARCELS AND ZONING

N
0 400 800 ft

AHO Sites
Rezone Sites
Commercial
Commercial/Office
Light Industrial
Flood Control
High Density Residential

SOURCE: CITY OF CORONA

RESIDENTIAL SETTING

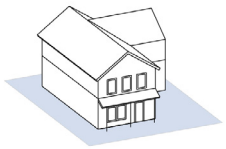
Most residential development is situated to the south of 6th Street. A few blocks of single family residential homes are located north of City Park. A mobile home community is located at the intersection of Rimpau Avenue and 6th Street.

Residential development south of 6th Street consist of single family homes and low-rise apartments ranging between three to six units per acre. Two-story apartments complexes range between 15 to 30 units per acre. Vintage Apartments, Las Palmas, Las Brisas, Cinnamon Creek Apartments, and Jasmine Spring Apartments are clustered near Circle City Drive and Rimpau Avenue. Circle City Villa, Contadora Condominiums, and Gianni Villas are additional apartment developments located off of Circle City Drive west of Rimpau Avenue. Low-rise apartments in this Character Zone typically feature two-story buildings that provide shared courtyards and carport parking.

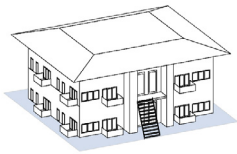
BUILDING TYPOLOGIES AND ARCHITECTURAL STYLES

TYPOLOGIES

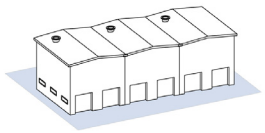
The character zones include a variety of buildings typologies that can be summarized into the following categories.



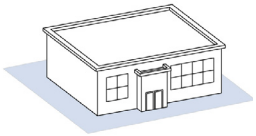
SINGLE FAMILY RESIDENTIAL: Single-family residential includes 1- to 2-story residential homes that are representative of the post-WWII suburban expansion. They highlight the importance of the automobile in the urban environment by attaching garages to homes, often a side unit served a driveway.



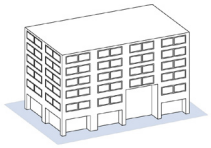
LOW-RISE APARTMENT: Low-rise apartments are detached buildings that are 1- to 3- stories in height. Low-rise apartments typically feature shared common courtyards, private balconies, exterior staircases, and carport parking.



WAREHOUSE & MANUFACTURING BUILDINGS: Warehouse and manufacturing buildings are common among industrial properties. They are usually large, single story rectangular structures with side-loading areas that are used for a company's the production, sorting and/or shipment of goods.



AUTO-ORIENTED COMMERCIAL: Auto-oriented commercial buildings include strip malls, shopping centers, and general commercial retail that cater to vehicular traffic, including drive-thru services. Properties are often dominated by surface parking.



INSTITUTIONAL: Mostly located in Downtown, these buildings include services that are governmental or public in nature and tend to be of significant heights and simple volumes. Their architecture is characterized by a simplicity that emphasizes function over form.

OFFICE: Office Buildings are characterized by their small footprint and can include one or more stories. These buildings have a specific internal layout that impacts their external appearance. Office buildings often feature standardized ceiling heights, flat roofs and repetitive windows.

ARCHITECTURAL STYLES

Just outside of the City's historic core, the architectural styles is still implicative of design dating back to the early 1900s. Residential neighborhoods adjacent to the AHO and rezone properties were designed in architectural styles of this period, including California Ranch and Mid-Century Modern Vernacular. Commercial, institutional, and industrial buildings feature more modern architecture reminiscent of the 21st century. Architectural styles as well as their applicable building typologies are discussed in further detail below.

California Ranch
The California Ranch architectural style is seen among residential neighborhoods near the rezone properties north and south of 6th Street. This style can be defined as horizontal, rambling layouts, low-pitched gabled or hipped roofs with overhanging eaves, attached garages, and stone and brick used for accent elements. Stucco, board and batten, shingles, clapboard, or a combination of materials are also popular among this architectural style.

Mid-Century Modern Vernacular
Mid-century modern vernacular architectural styles are embodied by offices along 6th Street and apartment buildings along Circle City Drive. Constructed in the mid- to late 1900s, these buildings are characterized by flat roofs, expansive planes, large windows, angular details, and muted colors.

Southwest
Several apartment buildings that were more recently constructed exhibit Southwest architectural styles, such as Meridian Apartments. These buildings incorporate earth tone stucco, stacked stone veneer, and vertical windows.

EXAMPLES OF CALIFORNIA RANCH ARCHITECTURE STYLE
SOURCE: GOOGLE EARTH 2022

EXAMPLES OF MID-CENTURY MODERN VERNACULAR ARCHITECTURE
SOURCE: GOOGLE EARTH 2022

EXAMPLES OF SOUTHWEST ARCHITECTURE STYLES
SOURCE: GOOGLE EARTH 2022

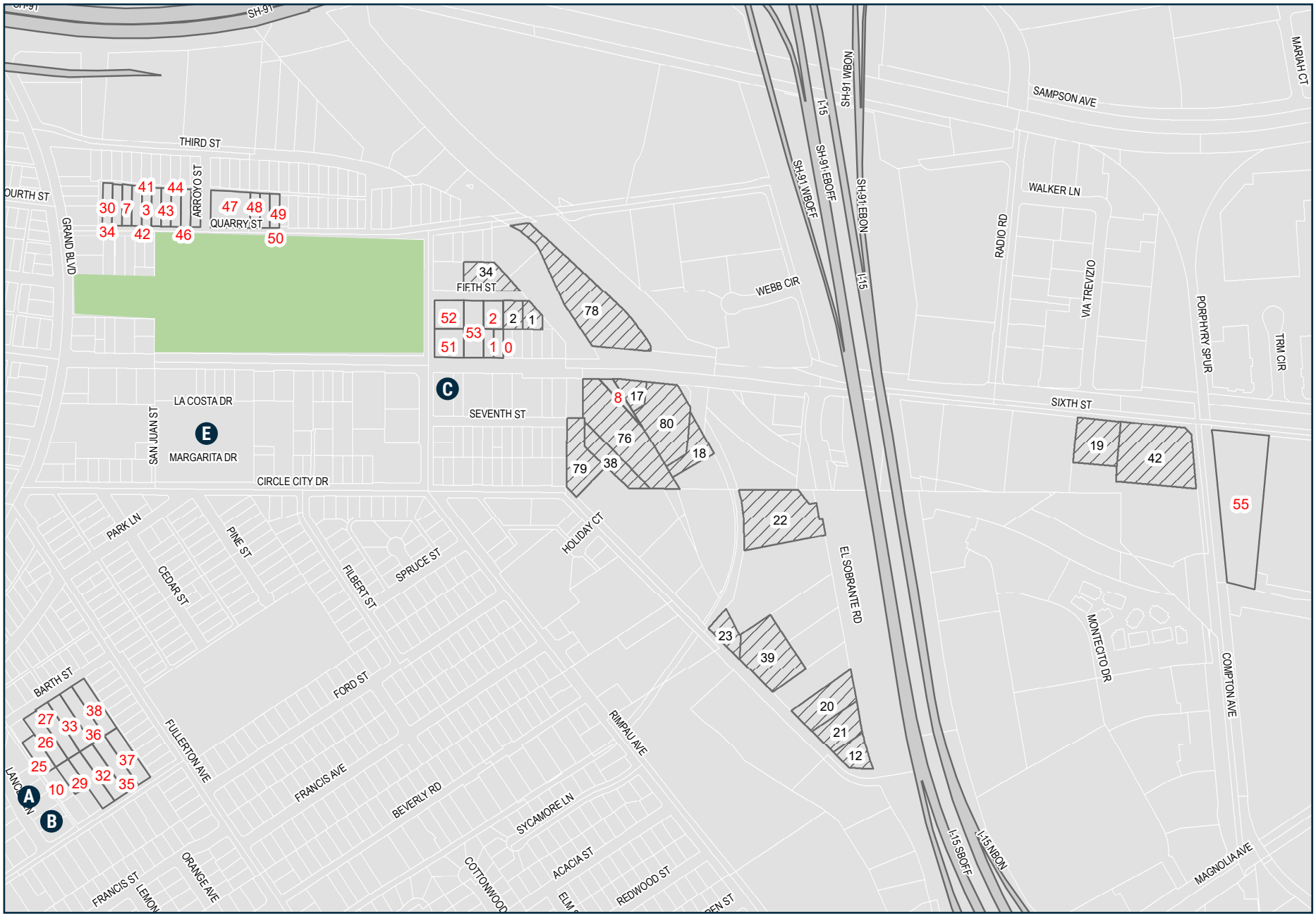


EXHIBIT 16.
CZ4 ARCHITECTURAL STYLE

N
0 400 800 ft

SOURCE: CITY OF CORONA

PUBLIC REALM

STREETSCAPE

East 6th Street
East 6th Street is very similar to its western counterpart due to its proximity to Highway 15 and auto-oriented uses fronting the street. However, development is less dense with large lots that are vacant or dedicated to auto repair. Gaps in the sidewalk, wide roadways, and unmarked crossings do not foster a pedestrian-oriented streetscape. There are also fewer street trees lining East 6th Street traveling away from downtown, especially to the east of Highway 15 where industrial lots and business parks dominate. Recent improvements to East 6th Street include the addition of landscaped medians that incorporate a variety of native plants and shrubs. 6th Street also traverses Temescal Creek, a 29-mile long channel that connects Lake Elsinore to Santa Ana River.

Residential
The residential streetscape in this Character Zone is analogous to other single family neighborhoods in the City of Corona. Most local streets provide sidewalks with landscaping strips and street lighting that are reminiscent of modern suburban development. Trees are sparse near rezone properties in this Character Zone.

PARKS AND OPEN SPACE

City Park is a 20-acre park that provides a variety of passive and active recreational opportunities, including an open filed, basketball courts, swimming pool, playground, and picnic areas. Kellogg Park is located less than mile south of 6th Street, and was scaled to serve neighboring residential communities. Kellogg Park provides picnic and play areas, tennis courts, playgrounds, and horseshoes.

6TH ST IMPROVEMENTS
SOURCE: GOOGLE EARTH 2022

CITY PARK
SOURCE: GOOGLE EARTH 2022

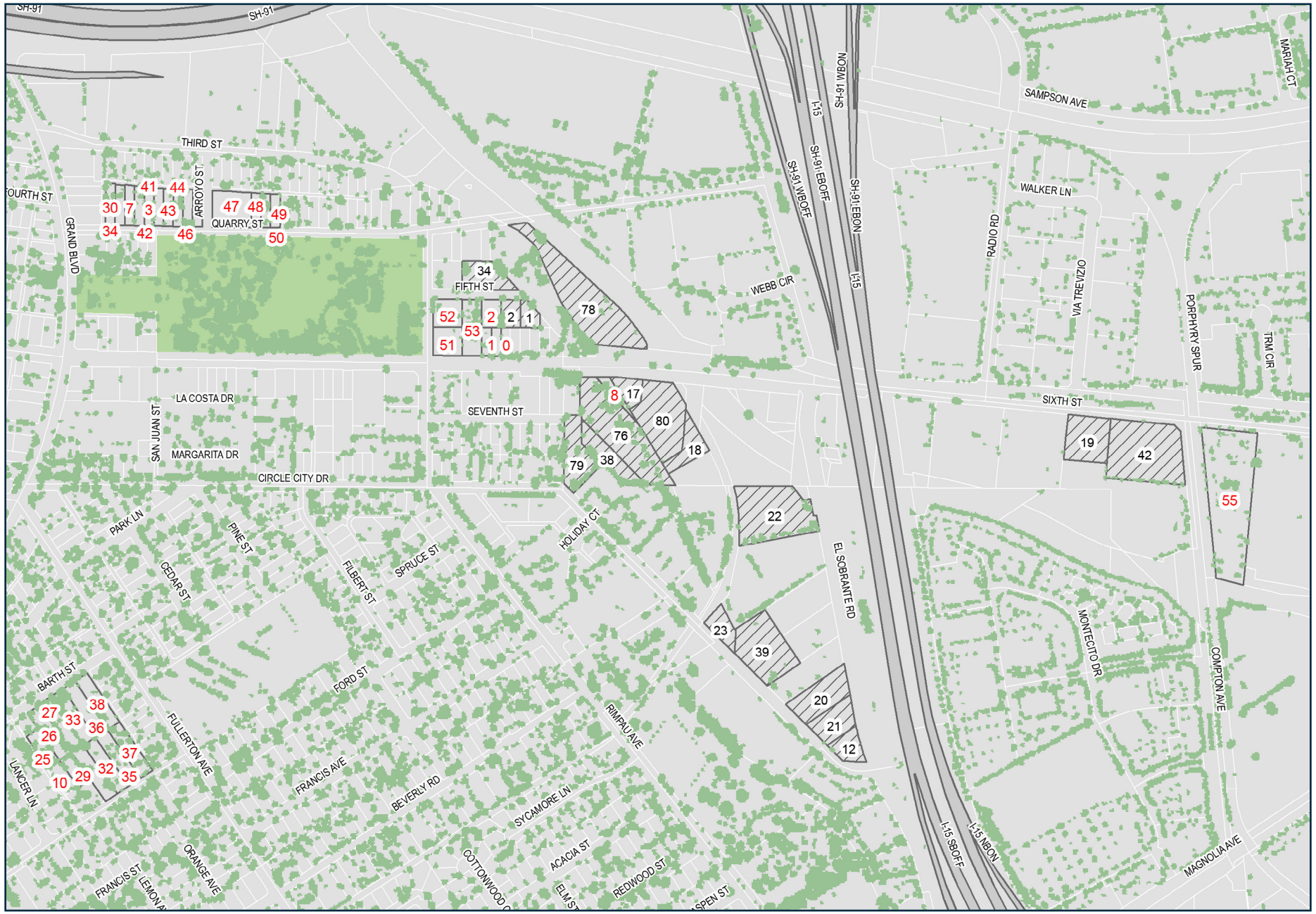


EXHIBIT 17.

CZ4 OPEN SPACE

N

0 400 800 ft

Tree Canopy

Park

CIRCULATION

VEHICULAR

Major roadways that define this Character Zone include Highway 15, East 6th Street, SR 91, Circle City Drive, Rimapu Avenue, and Fullerton Avenue. As a major 4-lane arterial, 6th Street is a major thoroughfare that delivers traffic from Highway 15 and intersecting collectors through the City's historic core. Rimapu Avenue is a secondary 4-lane that primarily serves residential neighborhoods south of Circle City Drive, and is intended to carry through traffic with limited access to abutting properties. Fullerton Avenue, running parallel to Rimapu, is classified as a special residential arterial in the City's General Plan. Special residential arterials intend to complement land use patterns around Grand Boulevard, and include more traffic calming measures such as raised medians, roundabouts, and parking cutouts, to accommodate residential neighborhoods. Local streets within residential neighborhoods are relatively gridded in pattern, but occasionally terminate at T-intersections.

TRANSIT

This Character Zone is served by the Corona Cruiser Red and Blue Line, which provide connections to the Metrolink Station, as well as local RTA buses, which provide connections to Riverside and other destinations around the County. Routes run through major roadways, including 6th Street, Rimapu Avenue, and Fullerton Avenue.

BICYCLE

Existing Class II bike lanes run along 6th Street and portions of Rimpau Avenue and Fullerton Avenue between Highway 15 and Kellog Avenue. Circle City Drive and the northern segment of Fullerton Avenue offer Class III bike routes that connect to Grand Boulevard and downtown. Class I multi-use trails have been proposed along Temescal Creek. Class I multi-use trails are completely separated from vehicular traffic and are shared by both cyclists and pedestrians.

PEDESTRIAN

Due to the high concentration of commercial and industrial land uses, the level of walkability within this Character Zone is low, especially along 6th Street east of Highway 15. Residential neighborhoods to the south of 6th Street have a more coherent pedestrian network due to the grid layout, smaller block sizes, sidewalks, and proximity to schools and parks. Residential neighborhoods on Quarry and 3rd Street near SR 91 have more breaks in the sidewalk, resulting in a weaker pedestrian network. Paired with auto-oriented uses such as Circle City Towing, these neighborhoods do not foster a comfortable walking environment.

6TH ST BUS STOP AT CITY PARK
SOURCE: GOOGLE EARTH 2022

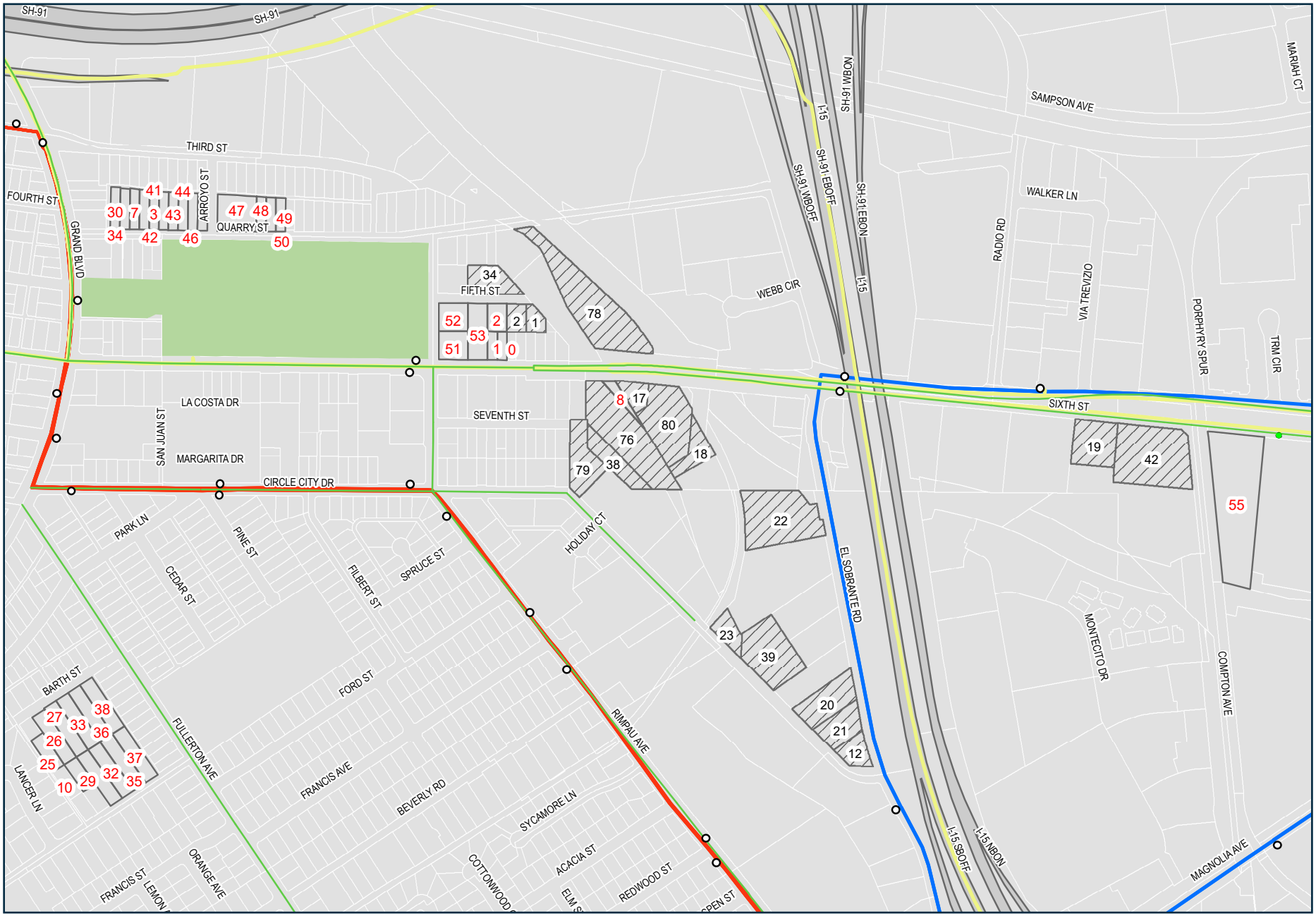


EXHIBIT 18.
CZ4 CIRCULATION

N
0 400 800 ft

Corona Cruiser Red Line
Corona Cruiser Blue Line
RTA Bus Routes
Bus Stop
Bikeway

3.5 OTHER SITES

INTRODUCTION

Three rezone properties fall outside the four character zones. Two of the sites, both existing church properties, are located south of Grand Boulevard among single family residential neighborhoods. The third site consists of a mobile home community, and is situated east of Character Zone 4.

Table 9. Other AHO and Rezone Properties

SITE ID	ADDRESS	AHO OR REZONE SITE	ZONING	LAND USE	YEAR BUILT
54	E 6th St.	Rezone	GC	MU2	-
56	E 6th St.	Rezone	GC	MU2	-
28	E 3rd St.	Rezone	TC	MU1	-

SITE ID 54: CORONA FRIENDS CHURCH

This rezone property resides among recently developed single family neighborhoods. The site is bounded by churches to the east and west, West Ontario Avenue to the North, and single family homes to the south. Single-family homes are typically two stories in height. Brookwood Villas Apartments, located a quarter mile from the site, is the closest apartment complex around this area.

SIDE 56: AMAZING GRACE LUTHERAN CHURCH

The second rezone property is located approximately one mile from Corona Friends Church, near the intersection of Magnolia Avenue and South Main Street. This site is surrounded by single family residential development to the north and west, additional churches to the east, and a nursing home to the south. Valencia Terrace, a retirement community, is also located north of the site along Montoya Dr. Similar to the previous property, residential development around this area is dominated by of recently constructed two-story single-family homes.

SITE 28: MOBILE HOME COMMUNITY

The last rezone property is located near the City's eastern boundary. The site currently houses a mobile home community, Corona La Linda. A smaller mobile home community, Park Lane Home Estates, is located across Magnolia Avenue. Single-family homes that are typically one story in height are located north and east of the property.

CORONA FRIENDS CHURCH
SOURCE: GOOGLE EARTH 2022

AMAZING GRACE LUTHERAN CHURCH
SOURCE: GOOGLE EARTH 2022

CORONA LA LINDA MOBILE HOME COMMUNITY
SOURCE: GOOGLE EARTH 2022

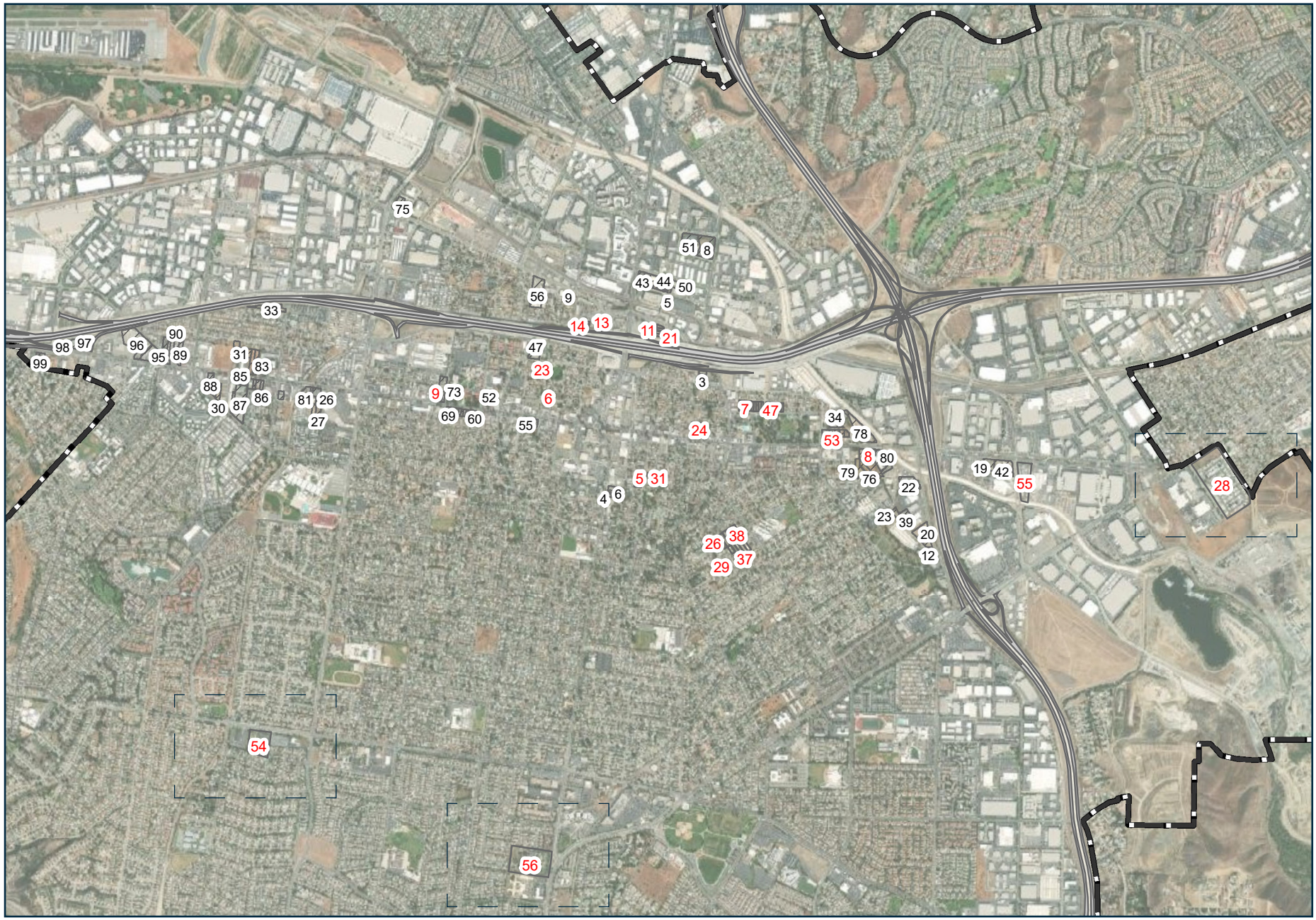


EXHIBIT 19.
OTHER SITES

HOUSING ELEMENT REZONING PROGRAM

PRELIMINARY DEVELOPMENT STANDARDS

CITY OF CORONA

DRAFT August 2022

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TABLE OF CONTENTS

EXECUTIVE SUMMARY

The Draft Development Standards report (Report) is intended to serve as a resource for stakeholders in the City of Corona as the City implements its Affordable Housing Overlay (AHO) zone as an extension of the 2021-2029 Draft Housing Element Update, collectively known as the Corona Rezoning Program. The draft standards presented in this document are based on a review of existing conditions near sites identified for the Rezoning Program (refer to the "Briefing Book" for more information), including architectural styles, density, building typologies, and site conditions. The Stantec team also completed a review of best practices for multi-family and mixed-use zoning programs that have been implemented recently in Southern California. The intent is to root the development standards in current market conditions and best practices for building design and construction. The Report is organized into the following four sections:

1. **Introduction:** A Programmatic Environmental Impact Report (EIR) was developed as part of the General Plan Update that was certified on June 30th, 2020. Since the Regional Housing Needs Assessment (RHNA) allocation exceeds the City's housing unit projection by 594 units, a Supplemental EIR is being developed in parallel to the creation of Development Standards and Design Guidelines for the Corona Rezoning Program. The Project Description from the Initial Study of the Supplemental EIR is provided here for context.

2. **Background and Process:** the methodology used to develop the Draft Development Standards

3. **Alternatives:** A set of three development standards for multi-family and/or mixed-use housing projects, generally ranging from lower to higher densities/ intensities

4. **Schedule and Next Steps:** In addition to the Development Standards, Stantec will create a Design Guidelines Report that will serve to communicate site-specific design strategies for access and connectivity, orientation, provision of amenities, and landscape guidelines, among others. It is anticipated that these documents will be reviewed and approved by City Council by the fourth quarter of 2022.

ARTISAN AT MAIN STREET METRO APARTMENTS
SOURCE: STANTEC

1 INTRODUCTION

1. INTRODUCTION

PROJECT DESCRIPTION

A Supplemental Programmatic EIR will be developed as part of the Rezoning Program. The "project description" is provided below for background:

The City's General Plan was recently updated in 2020 and included adoption of the City of Corona General Plan Update Environmental Impact Report (General Plan Update EIR), a Programmatic EIR certified on June 30, 2020. As part of the General Plan Update effort, the City's 2021-2029 Draft Housing Element Update was adopted by the City Council on November 3, 2021 and has been reviewed by the California Department of Housing and Community Development (HCD). The City is continuing to work with HCD on obtaining Housing Element compliance. The General Plan Update EIR anticipated an additional 5,494 residential units; however, the RHNA allocation for the Housing Element Update now exceeds the City's housing unit projection for Year 2040 in the General Plan Update. The City's total RHNA allocation is 6,088 units with 3,888 allocated to low- and moderate-income housing units, consisting of 2,792 units and 1,096 units, respectively. Currently, the City's RHNA allocation of 6,088 exceeds its projected housing growth by 594 units, in addition to accommodating an additional buffer.

As such, the City is now proposing a rezoning program to accommodate the planning of low- and moderate income households as required by the state's RHNA allocation for the City. These additional 594 housing units from the RHNA were not known at the time the General Plan Update EIR was prepared, potentially resulting in additional impacts that were not evaluated in the General Plan Update EIR. Therefore, supplemental environmental evaluation pursuant to CEQA is required to address the potential impacts from growth that could occur as a result of Project implementation. The proposed Project is ultimately implementing the General Plan. As such, the General Plan Update EIR is incorporated by reference herein, as the evaluations of potential environmental impacts associated with adoption of the General Plan include mitigation measures and consistency evaluations which are directly applicable to the proposed Project.

The City's Housing Element Update includes an inventory of properties that are intended to be rezoned to high density residential or an AHO zone in order to plan for potential sites to accommodate the RHNA allocation of units that would also be suitable for low- and moderate-income units. The AHO zone is a new zone being proposed by the City to establish by-right development standards for affordable housing projects. The AHO zone will cover existing properties that are currently developed with non-residential land uses. General Plan designations and zoning would remain, with overlays added, which would allow property owners to have the option to develop under either set of standards (the underlying General Plan and zoning or the AHO).

The City is proposing to create development standards (i.e., criteria for building setbacks, parking, building height, landscaping, open space amenities, lot coverage, etc.) and architectural design guidelines for the AHO zone. In addition to the RHNA allocation, a buffer is necessary to ensure that if one or more of the identified candidate sites are developed at lower densities or with non-housing uses, there would be remaining capacity to ensure an ongoing supply of sites for housing during the eight-year-cycle of the Housing Element. If there were no buffer provided, then the City could be obliged to identify new sites and amend the Housing Element if an identified site were developed with a non-housing project or developed at a density less than that anticipated in the Housing Element. The need for a substantial buffer is even more important during this cycle because of new rules in the Housing Accountability Act's "no net loss" provisions. Senate Bill (SB) 166 (2017) requires that the land inventory and site identification programs in the Housing Element always include sufficient sites to accommodate the unmet RHNA. This means that if a site identified in the Housing Element as having the potential to accommodate the lower-income housing portion of the RHNA is actually developed for a higher income level, the locality must either: 1) identify and rezone, if necessary, an adequate substitute site; or 2) demonstrate that the land inventory already contains an adequate substitute site. Providing an adequate buffer is necessary to ensuring that the City remains compliant with the provisions of SB 166.

Table 1. Residential Units Allocated by Income Category

INCOME CATEGORY BASED ON AREA MEDIAN INCOME (AMI)	NUMBER OF UNITS TO ACCOMMODATE	PERCENTAGE %
Very Low Income between 31 and 50% AMI	1,752	28.8%
Low Income between 51 and 80% AMI	1,040	17.1%
Moderate Income between 81 and 120% AMI	1,096	18.0%
Above-Moderate Income greater than 120% AMI	2,200	36.1%
Total	6,088	100.0%

2 BACKGROUND AND PROCESS

2. BACKGROUND AND PROCESS

INTRODUCTION

The proposed development standards were guided by the City's existing policies and regulations, transit-oriented development best practices, and multi-family residential development standards from neighboring jurisdictions.

REGULATORY CONTEXT

The existing regulatory framework, including the City's Housing Element, zoning ordinances, and Specific Plans, were reviewed to ensure that proposed development standards remain consistent with goals and objectives set by the City of Corona.

HOUSING ELEMENT

The City of Corona's Housing Element evaluates existing and projected housing needs and strategies to accommodate the City's RHNA allocation. It establishes goals, policies, and quantifiable objectives to achieve housing for all socio-economic groups within the City. RHNA identifies the number of residential units required for each economic income level, including very-low, low, moderate, and above-moderate incomes. Through this process, the City has identified 157 sites that are slated for inclusion into the City's Rezoning Program.

SPECIFIC PLANS

AHO properties fall within the North Main Specific Plan and the Downtown Revitalization Specific Plan. The North Main Street District Specific Plan was adopted in 2000 to guide future development for properties within the Specific Plan area north of Grand Boulevard. The Downtown Revitalization Specific Plan (1998) for the City of Corona serves to guide and shape future development of downtown over the next 10 to 15 years. Specific residential and mixed-use development standards from these plans are listed in the Briefing Book.

ZONING

The City of Corona municipal code was reviewed to evaluate existing development standards and provisions associated with the base zoning of each AHO and rezone property. General development standards for base zoning are listed in the Briefing Book.

HIGH QUALITY TRANSIT AREAS (HQTA)

A HQTA is a corridor that includes easy access to a transit station or stop with high quality service, which is defined as mass transit service arriving, at a minimum, every 15 minutes. Within the core station area, a ¼ mile area should include the highest density land uses, for maximum use of the station. The ½ mile area around the station is the maximum area people are willing to walk from the station to their destinations, which is about 10 minutes. The majority of AHO and rezone properties fall within the HQTA zone. The Southern California Association of Governments (SCAG) produced best practices for these developments and communities and outlined these standards in their HQTA Toolkit.

Land uses in these areas are similar to the core area and include destinations people will walk to and from the transit station. Outside of the ½ mile area is the 15 minutes plus walkshed. A radius of three miles from the station is typically used to establish the "bike shed," or the area within which cyclists typically commute to transit stations. Benefits of transit-oriented communities located in HQTA can include environmental advantages such as increased transit ridership and improved air quality; economic advantages such as decreased infrastructure costs and increase in affordable housing; and social advantages such as greater mobility choices and enhanced public safety.

HQTAs typically feature elements that promote transit ridership, walking, and cycling, including diverse land uses, higher densities and intensities, complete street design and active transportation elements, pedestrian-friendly public realm, parking strategies that reduce supply and demand, and open space and placemaking design that promote active and passive recreational opportunities.

BEST PRACTICES FOR MULTI-FAMILY HOUSING

In anticipation of the development standards that will be implemented as part of the Housing Element update, research was conducted to review other municipalities' standards and guidelines that were comparable to the City of Corona. These cities' standards were used as guidance when developing the standards for the Corona Housing Element Update. Table 2 (page 12) details the development standards prepared as part of new multi-family zoning ordinances in the cities of Anaheim, Rancho Cucamonga, and Riverside.

BEST PRACTICES: CITY OF ANAHEIM

The City of Anaheim adopted development standards in 2017 as part of the Platinum Triangle Master Land Use Plan and uses mixed use overlays throughout their districts to facilitate the creation of multi-family housing. The Platinum Triangle is within the entertainment district that contains several regional destinations including the Angel Stadium, The Grove performance center, The Honda Ice Hockey Arena, and the Anaheim Regional Transportation Intermodal Center that connects the city with Amtrak, Metrolink, OCTA, and other transportation services. These destinations are what attract multi-family housing to be desired for the area, and this type of housing stock has been very successfully created within the district.

KEY TAKEAWAYS:

- A significant amount of dwelling units per acre (16-65 du/ac) to facilitate the creation of a robust housing stock
- Generous height limitation of 100 feet to allow for additional density
- Parking requirements of a similar degree of intensity to other case study cities:
    - 1.25 stalls per studio
    - 2 stalls for 1 bedroom
    - 2.25 stalls for 2 bedrooms
    - 3 stalls for 3 bedrooms (0.5 stalls for each bedroom over 3 bedrooms)
    - 0.25 stalls per unit for guest parking

1818 PLATINUM TRIANGLE
SOURCE: GOOGLE EARTH 2022

THE GEORGE
SOURCE: ARCHITECTS ORANGE

BEST PRACTICES: CITY OF RANCHO CUCAMONGA

In the City of Rancho Cucamonga, the Foothill Boulevard Overlay Zoning District was examined as part of the research required for this analysis of standards. In this case, the study area was a major arterial connecting the city in an east to west direction. This planning area is divided into four subareas, each with their own set of standards and guidelines to align with the intended goals for those sections. Each subarea has a unique architectural character determinant that guides what the area's architectural style should be in the future. It dictates wall materials, roof pitches, accents, scale, colors, and landscape materials. The zoning overlay also defines lot sizes and developable areas and determines these standards according to the underlying zones which include Specialty Commercial, Community Commercial, Medium Residential, Medium High Residential, and Office. Height limitations follow typical heights for a suburban neighborhood that do not allow for additional density. Building setbacks also are consistent with the standards found in similar suburban areas. Parking requirements are similar to the other case studies that were reviewed.

KEY TAKEAWAYS:

- Unique architectural guidelines that guides what the area's architectural style
- Minimum lot sizes of 1-2 acres, as determined by underlying zones
- Height limitations of 20 feet if the structure is within 50 feet of a street curb, 25 feet if it is within a residential district, or 35 feet at other locations
- Building setbacks vary depending on where the structure is located
    - Along Foothill Blvd: 1st floor 25 feet; 2nd floor 50 feet; 3rd floor 50 feet; parking lots 45 feet
    - Along rear property lines: residential adjacent 25 feet; commercial adjacent 0 feet
    - Along interior side property lines: residential adjacent 25 feet; commercial adjacent 5 feet
- Parking requirements of a similar degree of intensity to other case study cities which include:
    - 1.3 stalls per studio
    - 1.5 stalls for 1 bedroom
    - 2 stalls for 2 bedrooms
    - 2 stalls for 3 bedrooms
    - 2.5 stalls for 4 or more bedrooms
    - 1 stall every 3 units for guest parking

VISTARA APARTMENTS
SOURCE: GOOGLE EARTH (2022)

ARTE APARTMENTS
SOURCE: GOOGLE EARTH 2022

BEST PRACTICES: CITY OF RIVERSIDE

Within the Downtown Riverside Specific Plan, the Raincross District was reviewed in the comparison analysis because of its central location within the Downtown Riverside community and for its inclusion of multi-family housing encouraging standards. The permitted densities match that of the Platinum Triangle in the City of Anaheim and has the highest floor-area ratio of the three case studies. It requires generous unit square footage minimums and permits additional density bonuses for inclusion of affordable housing units for each project. Height limitations match that of a dense urban area, allowing for construction of the floor-area ratio that is permitted for the district. Setbacks are either minimal or non-existent in this district, permitting the design of walkable, vibrant street life interacting structures. Parking requirements are similar to those of the other two case studies reviewed during this analysis.

KEY TAKEAWAYS:

- Permitted densities match that of the Platinum Triangle in the City of Anaheim at 60 plus units per dwelling acre
- The highest floor to area ratio of the three case studies at 3.5 F.A.R.
- Requires generous unit square footage minimums 750 square feet per unit
- Permits density bonus of 20% additional units for inclusion of 10% affordable housing units for each project
- Height limitations match that of a dense urban area at 100 feet, allowing for construction of the floor area ratio of 3.5 permitted for the district
- Setbacks are either minimal or non-existent in this district at 0 feet front, side, and rear yards for lots fronting public streets, permitting the design of walkable, vibrant street life interacting structures.
- Lots along State Route 91, Mission Inn Avenue, Fairmont Boulevard, and 6th Street require 15 feet setbacks
- Parking requirements of a similar degree of intensity to other case study cities which include:
    - 1.5 stalls for 1 bedroom
    - 2 stalls for 2 bedrooms

RAINCROSS PROMENADE
SOURCE: GOOGLE EARTH 2022

MISSION INN LOFTS
SOURCE: STANTEC

Table 2.Regional Comparison of Residential Development Standards

	NEIGHBORING CITIES			CITY OF CORONA		
	ANAHEIM (PLATINUM TRIANGLE MU)	**RANCHO CUCAMONGA (FOOTHILL BLVD OVERLAY)**	**RIVERSIDE (RAINCROSS DISTRICT)**	**NORTH MAIN ST SPECIFIC PLAN MIXED USE DISTRICT**	**NORTH MAIN ST SPECIFIC PLAN URBAN DENSITY RESIDENTIAL (UDR)**	**R3**
Minimum developable area/ units	50 units	SC: 1 acre; CC: 2 acres	60 du/acre+	No requirement	No requirement	Minimum lot area: 7,200 SF
Residential Density	16-65 du/acre	8-14 du/acre		3 residential units per 1000 sf of commercial	Maximum: 60 units/ac	Maximum: 36 units/ac
FAR	3.0	-	3.5	"Commercial only: 0.5 Mixed Use: 2.0"	-	-
Minimum Unit Size	Studio: 550 SF, 1 Bed: 650 SF 2 Bed: 825 SF, 3 Bed: 1000 SF > 3 Beds: 1000 SF + 200 SF/ bedrooms over 3	Multi-Family: 550 SF Studio: 650 SF 1 Bed: 800 SF 3 Bed or more: 950 SF	750 SF min/ unit	600 SF	-	600 SF
Height Limitations	100 ft	Within 50 ft of the street yard curb face: 20 ft Within 100 ft of a residential district: 25 ft Other locations: 35 ft Towers, campaniles, rotundas: 45 ft	100 ft	None. Height limited by FAR	5 stories or 60 feet, whichever is lesser.	3 stories and no more than 40 ft
Maximum Site Coverage	75%	40%	40%	No requirement	No requirement	60%
Minimum on site landscaping	Parcels > 8 acres or > 325 units shall provide on-site park with at min 44 SF/ residential unit Parcels < 8 acres to pay park in lieu fee 200 SF/ dwelling unit shall be provided in project	15%	15%	Must be in accordance with Community Development Director's landscaping standards	All required yards that border public dedicated streets shall be landscaped with trees, shrubs, ground covers, annuals, perennials, and/or turf, except where vehicular or pedestrian access is provided or required	Must be in accordance with Community Development Director's landscaping standards
Setbacks	Min: 18 ft Interior property lines: 5 ft Encroachments: Patios- 8 ft Residential buildings: 3 ft Ground floor commercial: 4 ft	*Foothill Blvd* 1st Floor: 25 ft 2nd Floor: 50 ft 3rd Floor: 50 ft Parking: 45 ft *Rear Property Line* Residential adjacent: 25 ft Commercial adjacent: 0 ft *Interior Side Property Line:* Residential adjacent: 25ft Commercial adjacent: 5 ft	Fronting public streets: Front Yard: 0' Side: 0' Rear: 0' Mission Inn Ave or SR 91: 15' Fairmont Blvd: 15' 6th Street: 15'	Front: No requirement Street Side: 10 ft landscape setback from property line Interior side and rear: Buildings over 30 ft in height: 10 ft plus 2 1/2 ft for every 10 ft of height to a maximum of a 25 ft setback. Business Park Zone: 15ft. A minimum 5ft wide landscape buffer is required directly adjacent to BP zone boundary	Rincon Street Setback: 10 ft from property line River Road Setback: 10 ft from property line Harrison Street Setback: 10 ft from property line Local or Private Street Setback: 5 ft from property line Misc. Setback Regulations: 10 ft from any property line that abuts either the IP Zone or properties located outside of the Plan area boundaries, excluding parking structures	Front: 25 ft Street side yard: 15 ft Interior One story: 5 ft Two story: 7 ft Three story: 10 ft" Rear: 10'
Parking	Studio: 1.25 1 Bed: 2 2 Bed: 2.25 3 Bed: 3.0 (.5/ bedroom over 3 beds) Guest: .25 stall/ unit Tandem: no more than 2 vehicles deep	Studio: 1.3 stalls/ unit 1 Bed: 1.5 stalls/ unit 2 Beds: 2 stalls/ unit 3 Beds: 2 stalls/ unit 4+ Beds: 2.5 stalls/ unit Visitor parking (1 stall/ 3 units in addition to regular parking)	1 Bedroom: 1.5 stalls/ unit 2 Bedrooms: 2 stalls/ unit Tandem only allowed when assigned to units with 2 bedrooms or more	Studio or single bedroom units: 1 covered spaces per unit Two or more bedroom units: 2 covered spaces per unit Guest parking:1 space per every five units	Studio or single bedroom units: 1 covered spaces per unit Two or more bedroom units: 1 covered space and 1 uncovered space per unit Guest parking:1 space per every five units. Guest parking must be provided on site	Studio/single bedroom: 1.5 covered spaces, plus 1 uncovered guest space/5 units Two or more bedroom units: 2 covered spaces, plus 1 uncovered guest space/5 units Three or more bedroom unit: 2.5 covered spaces, plus 1 uncovered guest space/5 units

3 ALTERNATIVES

3. ALTERNATIVES

Two sets of development standards were developed for consideration by the City, aimed to achieve higher densities. Proposed standards would allow for additional multi-family housing types such as multiplexes, stacked flats, multi-family and podium-style, courtyards, and adaptive reuse development in the City of Corona. Table 6 (page 20) compares the development standard established for each alternative. Design standards applicable to both alternatives are listed on page 18.

HIGHER DENSITY DEVELOPMENT STANDARDS

ILLUSTRATIVE DIAGRAM FOR HIGHER DENSITY DEVELOPMENT

The development standards established for the higher density alternative apply to properties that are located in neighborhoods of higher density or near commercial development along 6th Street. Development would aim for a minimum of 45 units per acre. Development standards are intended to encourage higher density and mixed-use buildings that accommodate both residential and retail use. Higher density development standards are illustrated in Exhibit 1. Examples of building typologies representative of higher density development are shown on the following page.

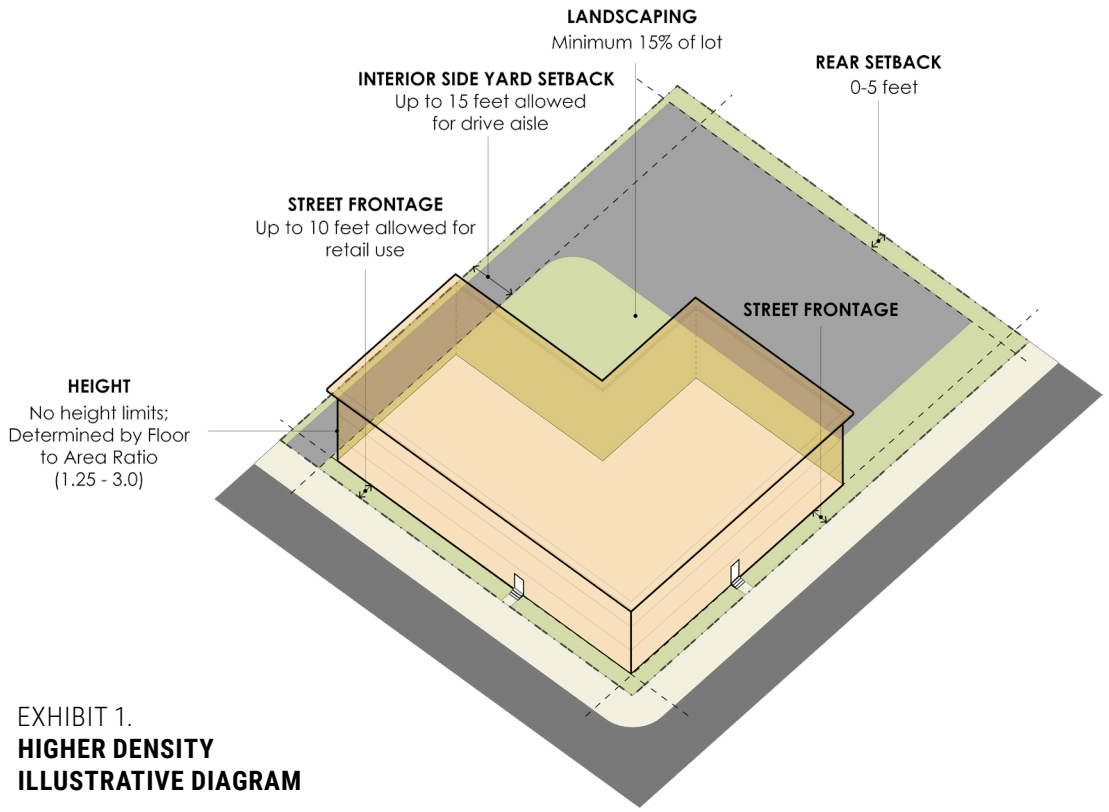


EXHIBIT 1.
HIGHER DENSITY ILLUSTRATIVE DIAGRAM

*Table 4. Higher Density Development Standards**

Minimum density	45 units/ac
Floor-area ratio (FAR)	1.25 - 3.0
Minimum unit size	400 SF
Maximum building height	No limit. Height determined by FAR.
Minimum on-site landscaping	15%
Maximum Setbacks	
Street frontage	5 feet, 10 feet allowed for retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.
Interior side yard	8 feet, 15 feet allowed for drive aisle
Rear yard	5 ft
Parking	
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit
Commercial	1 stall/400 SF

**Refer to page 18 for Design Standards*

HIGHER DENSITY DEVELOPMENT - SAMPLE BUILDING TYPOLOGIES - **45-60 DU/ACRE**

SMALL LOT SINGLE FAMILY

SMALL LOT SINGLE FAMILY

FROGTOWN LOS ANGELES - MID-RISE RESIDENTIAL

PERRIS STATION APARTMENTS - MID-RISE RESIDENTIAL

TRANSIT-ORIENTED COMMUNITY (TOC) DEVELOPMENT STANDARDS

ILLUSTRATIVE DIAGRAM FOR TOC DEVELOPMENT

The development standards established for the TOC alternative apply to properties that are located within the HQTA, including the 6th Street and North Main corridors. SCAG defines HQTAs as corridor-focused priority growth areas that are within a half mile of an existing or planned fixed guideway transit stop or a bus transit corridor that has a frequency of every 15 minutes or less during peak commuting hours. These standards, including reduced setbacks and a higher FAR, aim to support the highest density among the three alternatives. They are intended to encourage compact development, improve access to transit, and promote a pedestrian-oriented environment. TOC development would require a minimum of 60 units per acre. TOC development standards are illustrated in Exhibit 2. Examples of building typologies representative of TOC development are shown on the following page.

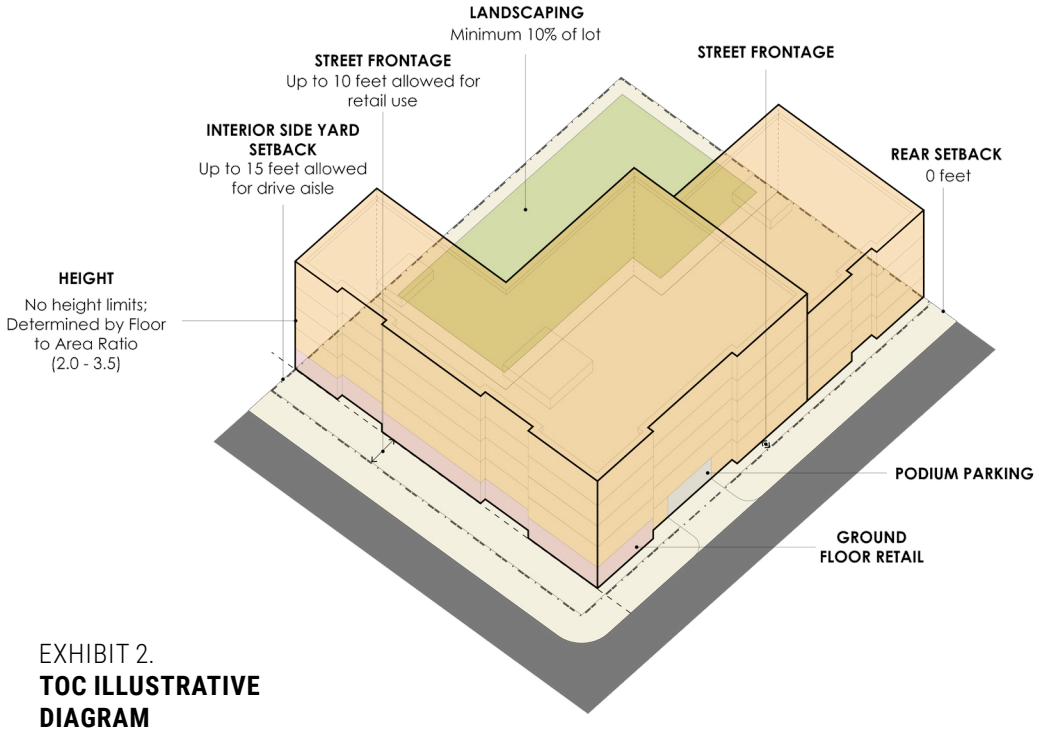


EXHIBIT 2.
TOC ILLUSTRATIVE DIAGRAM

*Table 5. TOC Development Standards**	
Minimum density	60 units/ac
Floor-area ratio (FAR)	2.0 - 3.5
Minimum unit size	400 SF
Maximum building height	No limit. Height determined by FAR.
Minimum on-site landscaping	10%
Maximum Setbacks	
Street frontage	5 feet, 10 feet allowed for retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.
Interior side yard	8 feet, 15 feet allowed for drive aisle
Rear yard	0 ft
Parking	
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit
Commercial	1 stall/500 SF

*Refer to page 18 for Design Standards

TOC DEVELOPMENT - SAMPLE BUILDING TYPOLOGIES - **60-100+ DU/ACRE**

METRO AT MAIN - HIGHER DENSITY MIXED-USE RESIDENTIAL
SOURCE: STANTEC

ANDI APARTMENTS - ADAPTIVE REUSE OF COMMERCIAL STRIP MALLS

THE GEORGE - ANAHEIM

THE ANDY - EUGENE, OREGON

DESIGN STANDARDS

GENERAL DESIGN STANDARDS

1. Projects shall be designed to enhance pedestrian interaction with the nearby entertainment, commercial, and transit uses. Building setback areas shall be landscaped and designed to encourage pedestrian movement through hardscape elements such as tables and chairs for outdoor dining, pedestrian level lighting, ornamental trees and hedges, or artistic elements.

2. Public sidewalks that are modified as a result of approved projects should be free of utility poles or other obstructions and should be in compliance with standards outlined in the Americans with Disabilities Act (ADA) of 1990. Where possible, adequate space should be provided for locations with bus stops and shelters.

3. Where no parkway trees exist, new parkway trees should be planted per the City's tree planting standards with adequate irrigation and space. Trees with extensive and invasive root balls that may damage sidewalks, such as ficus, are discouraged.

4. Building articulation and detailing should be used to create an interesting and individual design, diminish the massing of large structures, and be compatible with the scale of surrounding developments. Building design shall avoid large monotonous facades, long straight-line building fronts, plain box shapes, and barren exterior treatment.

5. Building wall plans should provide undulation or relief so as not to not overwhelm adjacent uses and traffic corridors with disproportionate or imposing size.

6. The use of commercial billboards as well as LED signage used for advertising (tickers, etc.) is discouraged.

7. Building design should promote privacy to the greatest extent possible. Landscaping should be used to aid in privacy screening and as a buffer between commercial and residential uses.

8. The following architectural elements may encroach into the required setbacks: balconies, awnings, galleries, arcades, and bay windows.

9. Fences and walls are discouraged unless needed for specific screening, safety, or noise purposes. If needed, the style and materials shall blend with site and building design.

OPEN SPACE

1. Common useable open space shall be provided in large, meaningful areas convenient to the majority of the dwelling units and with amenities appropriate to the size and type of development project.

2. All balconies, patios, or other private open space that front a public street or commercial parking lot should be substantially enclosed for privacy, screening, and noise attenuation.

3. Rooftop open space may be used as common or private useable open space with useable and appropriate amenities.

SUPPLEMENTAL PARKING AND ACCESS STANDARDS

1. Commercial and residential parking shall be located behind the building, to the rear of the site, or located in above-grade podium structures or below-grade garages. Access to parking facilities shall be provided via alleys or side streets where possible. If a site is located mid-block and no alley access is present, curb cuts for parking access should be consolidated and kept to a minimum.

2. No recreational vehicle shall be parked in any parking space.

3. Primary vehicular access to the parking areas must be provided on-site.

OTHER DESIGN STANDARDS

1. Residential projects adjacent to collector and arterial streets and adjacent to non-residential land uses require the preparation of a noise analysis per the performance standards of CMC 17.84.

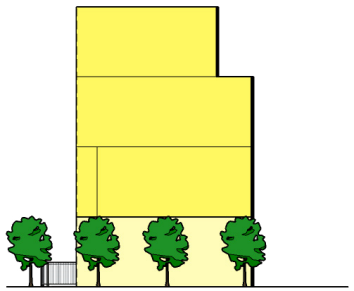
2. A trash pick-up area of not less than six (6) square feet per dwelling unit shall be provided on site. Location and design must obtain the approval of the Community Development Department and the city's waste hauler.

Table 6. Comparison Table: Alternative Development Standards

	HIGHER DENSITY	TRANSIT-ORIENTED COMMUNITY
Minimum density	45 units/ac	60 units/ac
Minimum floor-area ratio (FAR)	1.25 - 3.0	2.0 - 3.5
Minimum unit size	400 SF	400 SF
Maximum building height	No limit. Height determined by FAR.	No limit. Height determined by FAR.
Minimum on-site landscaping	15%	10%
Maximum Setbacks		
Street frontage	5 feet, 10 feet allowed for retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 feet, 10 feet allowed for retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.
Interior side yard	8 feet, 15 feet allowed for drive aisle	8 feet, 15 feet allowed for drive aisle
Rear yard	5 ft	0 ft
Parking		
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit
Commercial	1 stall/400 SF	1 stall/500 SF

SAMPLE BUILDING TYPOLOGIES

SMALL SITE - 832 W 6TH ST



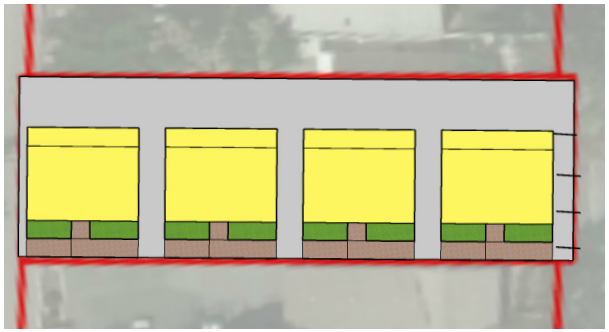
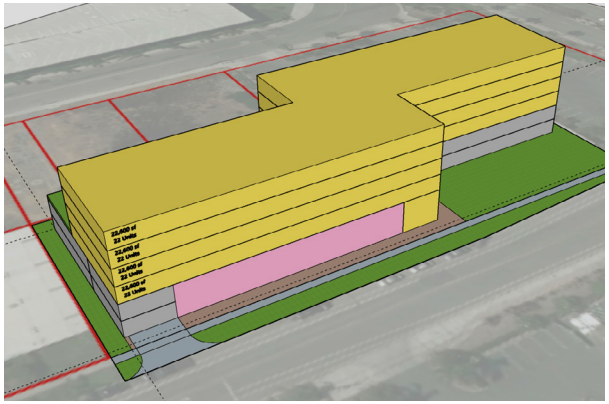


Table 7. Small Site Comparison Table: Alternative Development Standards

	HIGHER DENSITY	TRANSIT-ORIENTED COMMUNITY	SMALL LOT SUBDIVISION WITH ADU BUILDING TYPOLOGY
Minimum density	45 units/ac	60 units/ac	47 units/ac
Minimum floor-area ratio (FAR)	1.25 - 3.0	2.0 - 3.5	1.36
Minimum unit size	400 SF	400 SF	400 SF
Maximum building height	No limit. Height determined by FAR.	No limit. Height determined by FAR.	40 ft as determined by FAR
Minimum on-site landscaping	15%	10%	15%
Maximum Setbacks			
Street frontage	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 ft
Interior side yard	8 ft	8 ft	8 ft
Rear yard	5 ft	0 ft	0 ft
Parking			
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit	8
Commercial	1 stall/400 SF	1 stall/500 SF	n/a

LARGE SITE - 122 E HARRISON ST



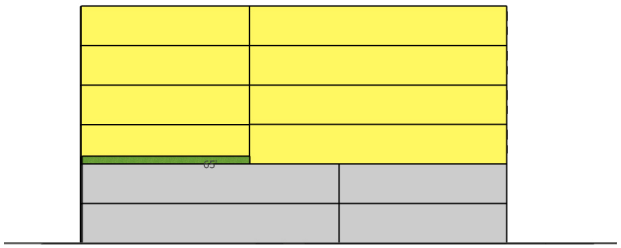


Table 8. Large Site Comparison Table: Alternative Development Standards

	HIGHER DENSITY	TRANSIT-ORIENTED COMMUNITY	TYPE 5 BUILDING WITH PODIUM
Minimum density	45 units/ac	60 units/ac	90 units/ac
Minimum floor-area ratio (FAR)	1.25 - 3.0	2.0 - 3.5	2.4
Minimum unit size	400 SF	400 SF	1,000 SF
Maximum building height	No limit. Height determined by FAR.	No limit. Height determined by FAR.	60 ft as determined by FAR
Minimum on-site landscaping	15%	10%	15%
Maximum Setbacks			
Street frontage	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	10 ft
Interior Side yard	8 ft	8 ft	8 ft
Rear yard	5 ft	0 ft	5 ft
Parking			
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit	114
Commercial	1 stall/400 SF	1 stall/500 SF	6

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SCHEDULE AND NEXT STEPS

4. SCHEDULE AND NEXT STEPS

The Draft Report will be reviewed by City Council and other key stakeholders during the Summer and Fall of 2022. It is anticipated that the final set of Development Standards for the AHO zoning ordinance , along with a Design Guidelines Report, will be approved by City Council by the fourth quarter of 2022. Once adopted, the AHO zoning ordinance will be used to approve, by right, multi-family and/or mixed-use affordable housing projects that meet the development standards and design guidelines.